

# UNCLASSIFIED

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AUTHORITY
CNO [N772] ltr N772A/6U875630, 20 Jan 2006, ONR ltr, 31 Jan 2006

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MC REPORT 011  
Volume 8

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AD910343

ACOUSTIC ENVIRONMENTAL SCENARIOS  
AND  
PREDICTIONS FOR PASSIVE SONAR

VOLUME 8  
AREA 3B, WINTER  
PREDICTIONS FOR PASSIVE SONAR

October 1972

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LONG RANGE ACOUSTIC PROPAGATION PROJECT



DDC  
JUN 5 1973  
ILLUSTRATED  
C

OCEAN SCIENCE PROGRAM  
MAURY CENTER FOR OCEAN SCIENCE  
Department of the Navy  
Washington, D.C.

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Director, Long Range Acoustic Propagation Project (ONR Code 102-08)

Arlington, Va. 22217

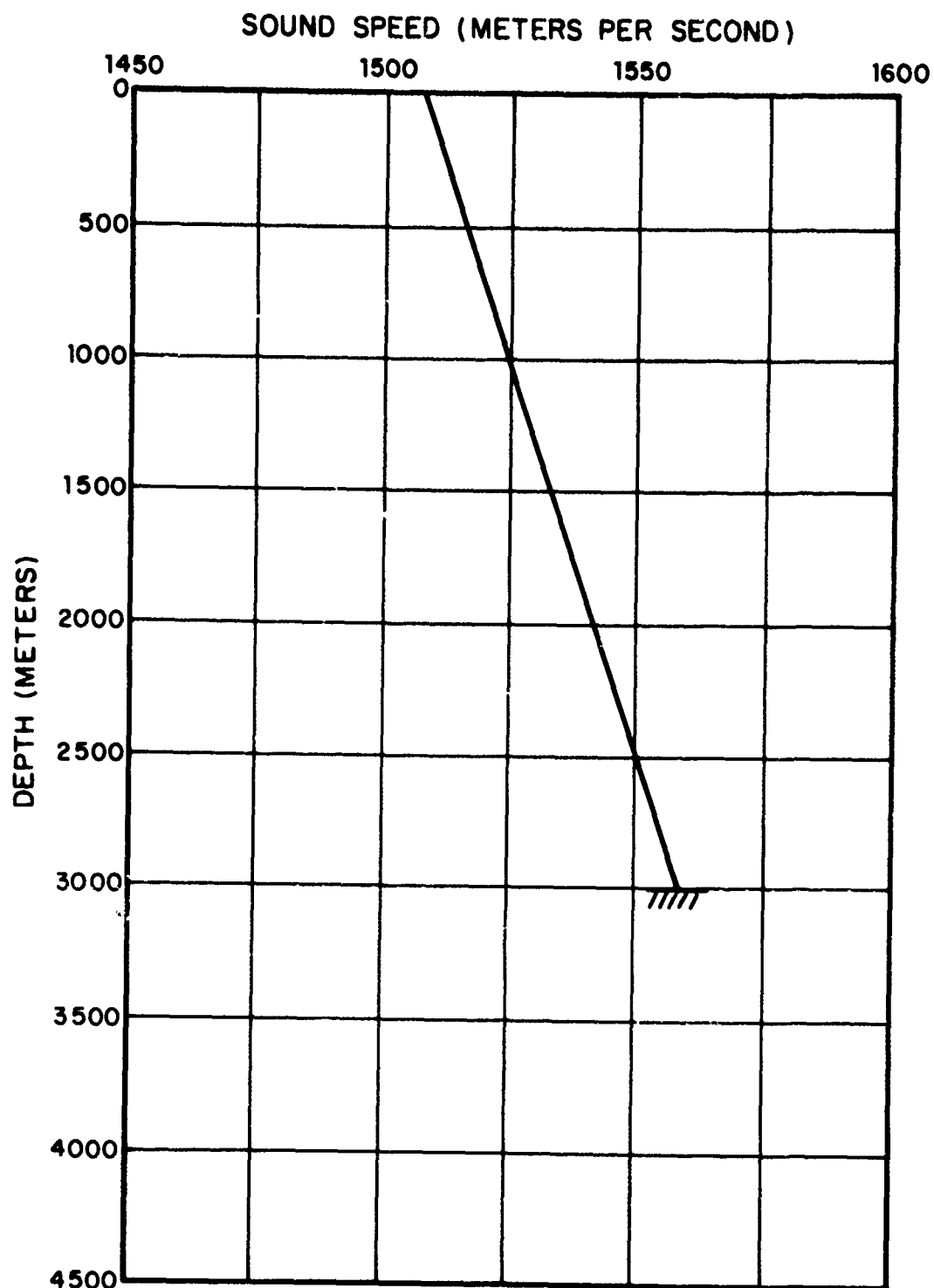
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ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS

FOR ASW

Volume VIII: AREA 3B WINTER  
PREDICTIONS FOR PASSIVE SONAR

Refer to Volume I of this report for an explanation of the  
plot format and descriptions of models and ocean areas.



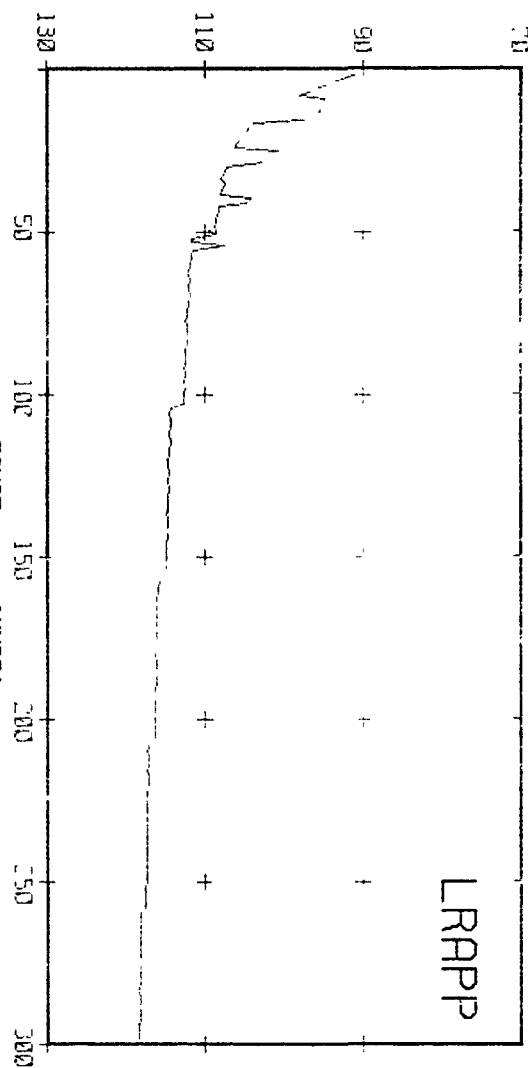
SOUND SPEED PROFILE  
AREA 3B, WINTER

AREA 3B WINTER

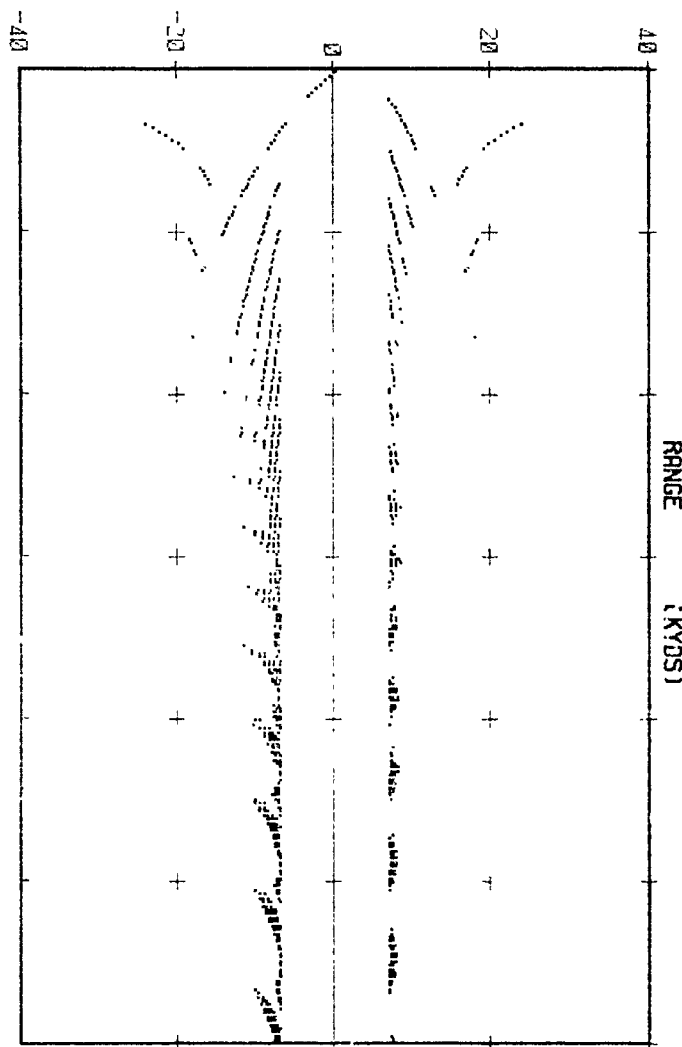
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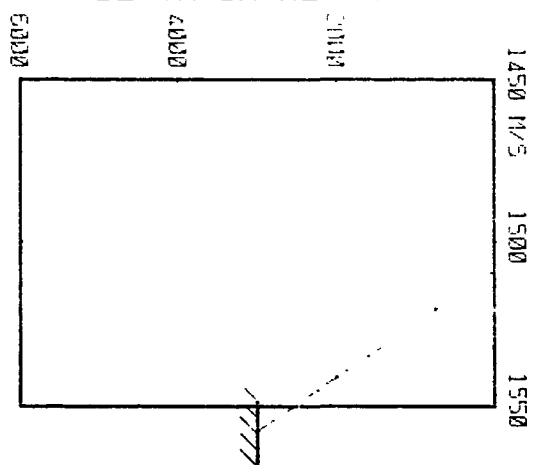
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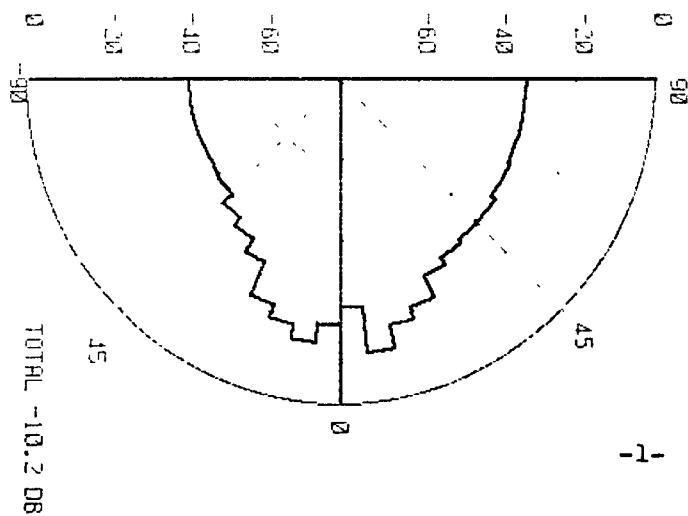
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



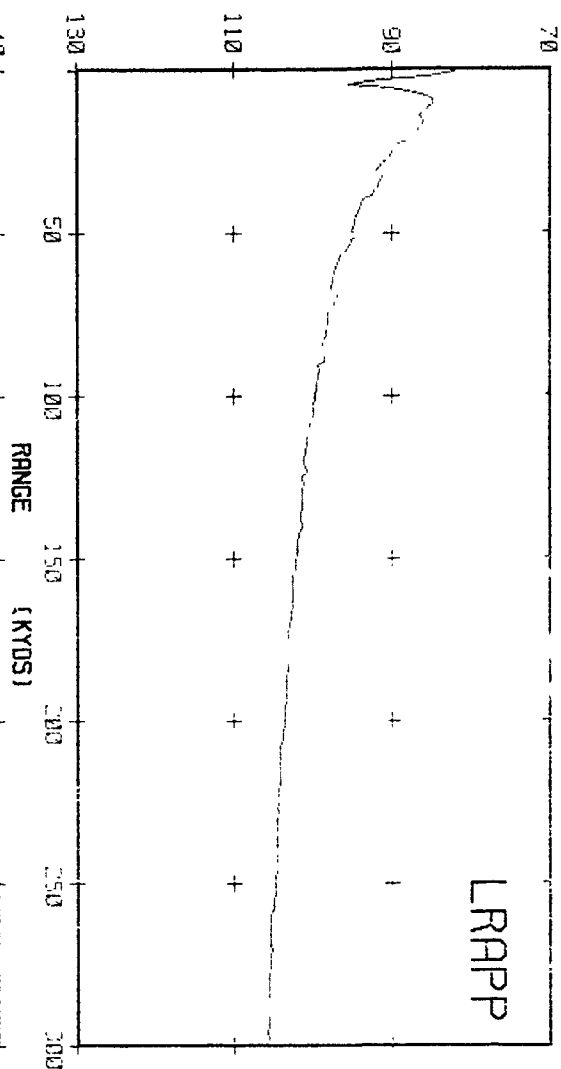


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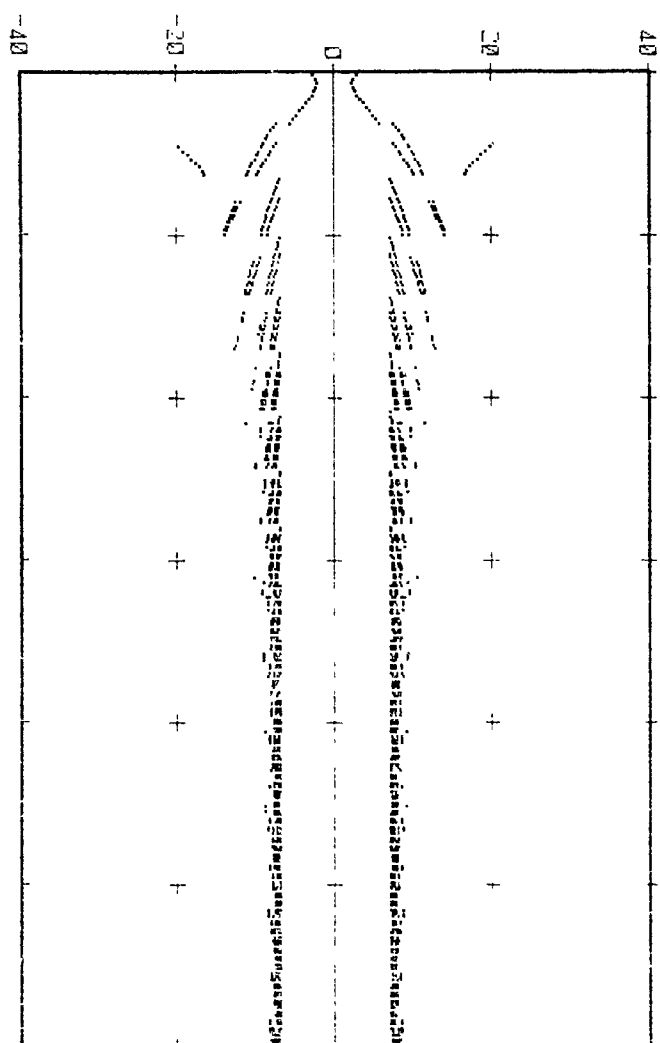
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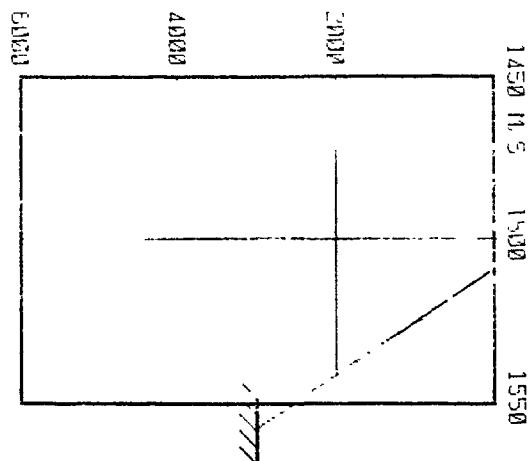
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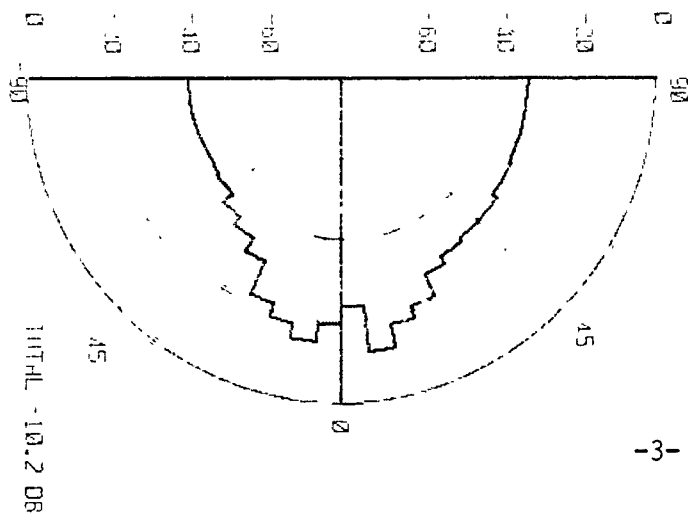
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DEPTH IN METERS



NOISE (DB)



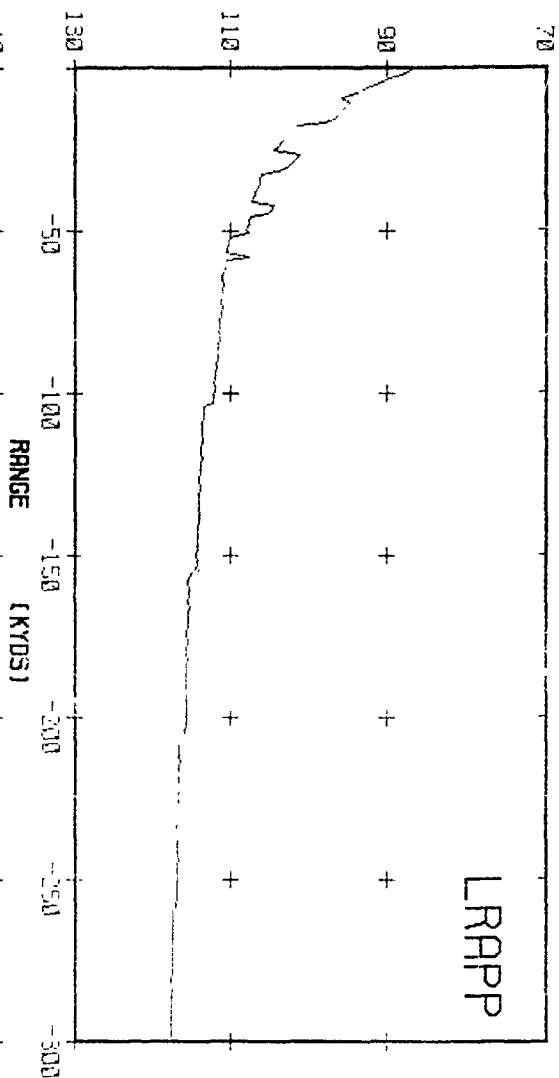


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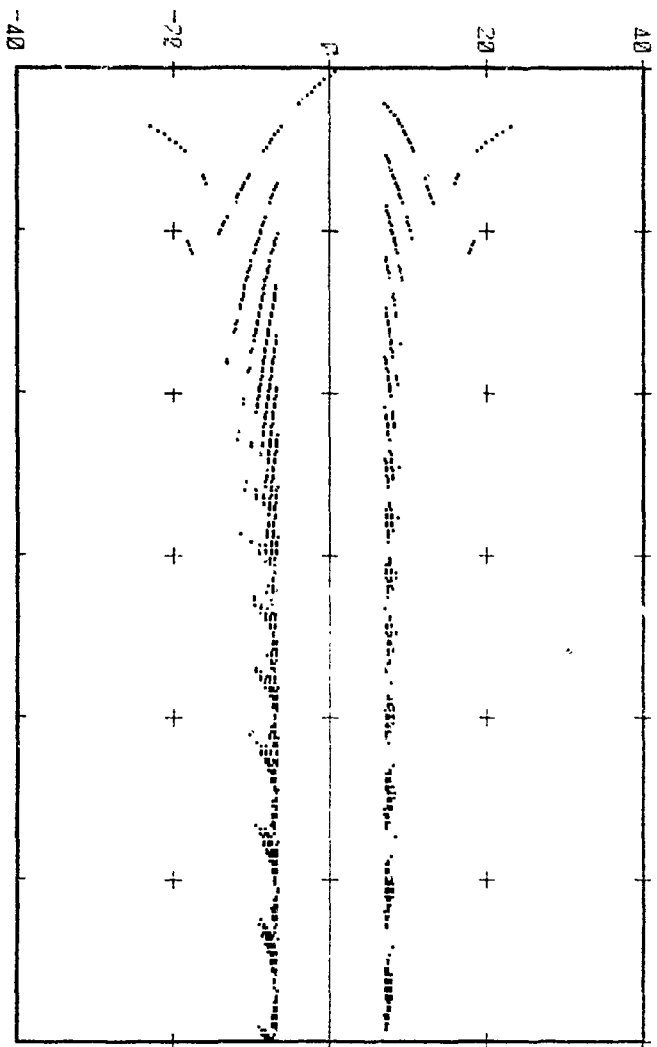
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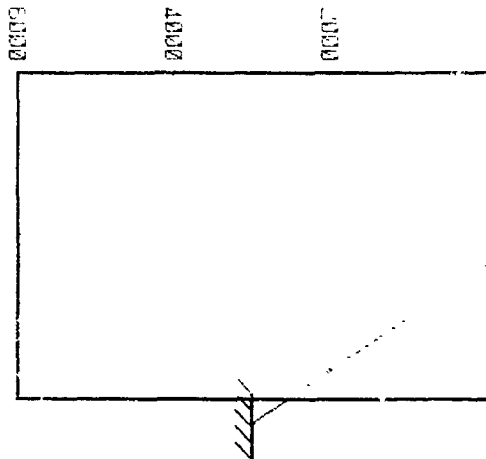
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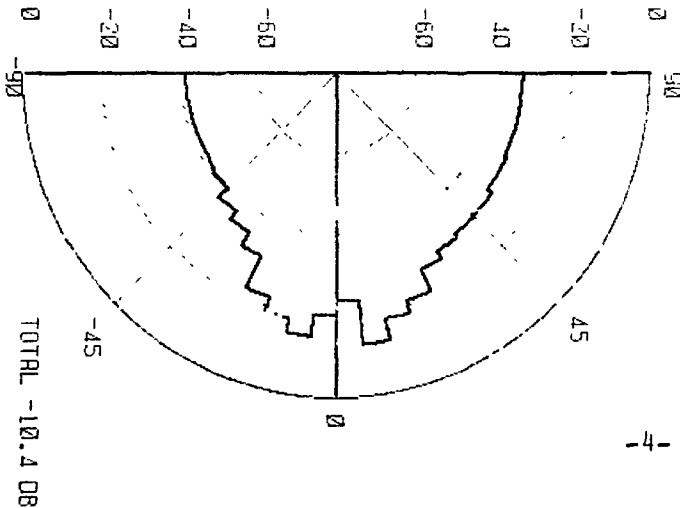
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DEPTH IN METERS



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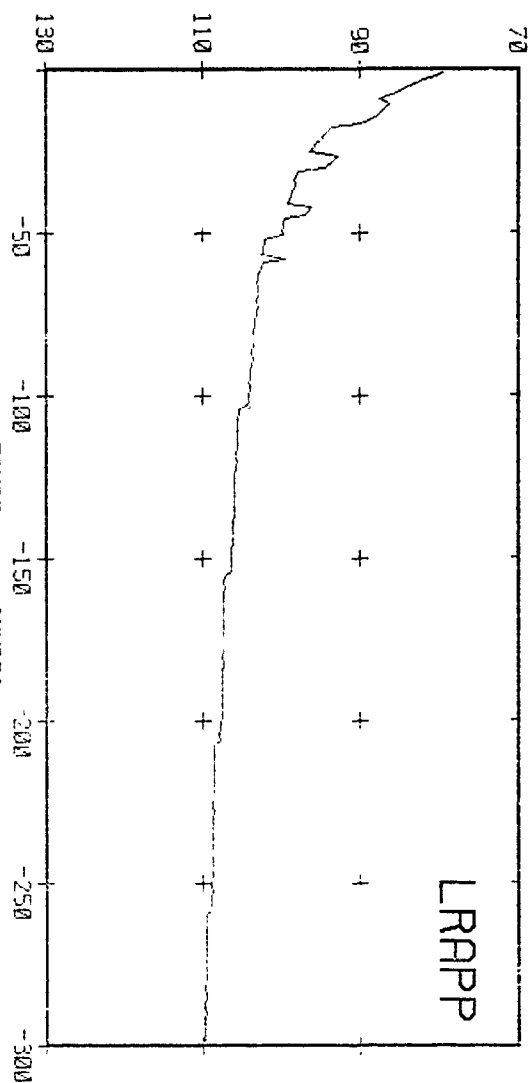


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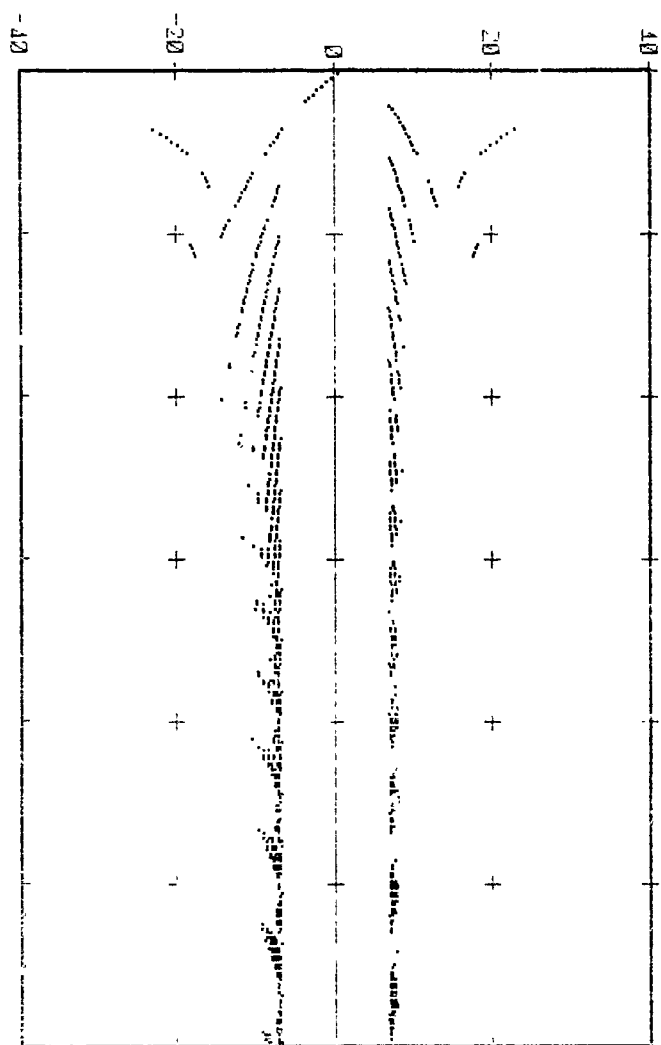
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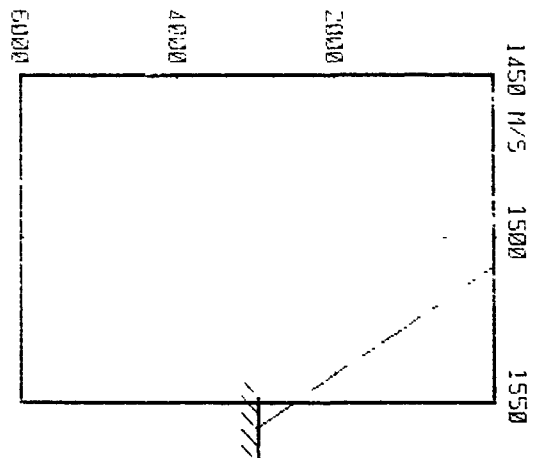
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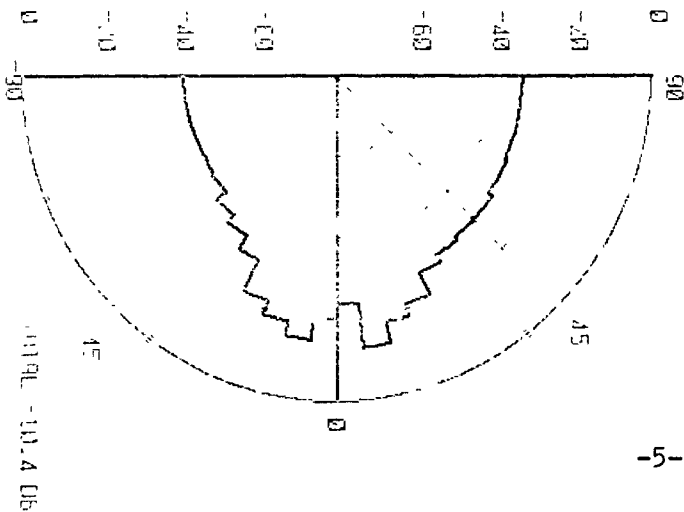
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DEPTH IN METERS



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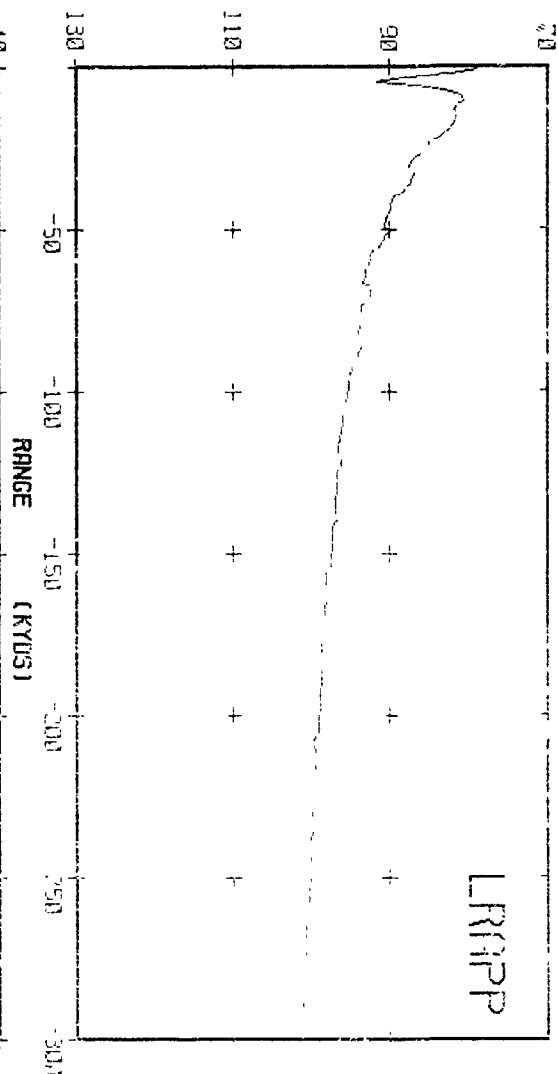


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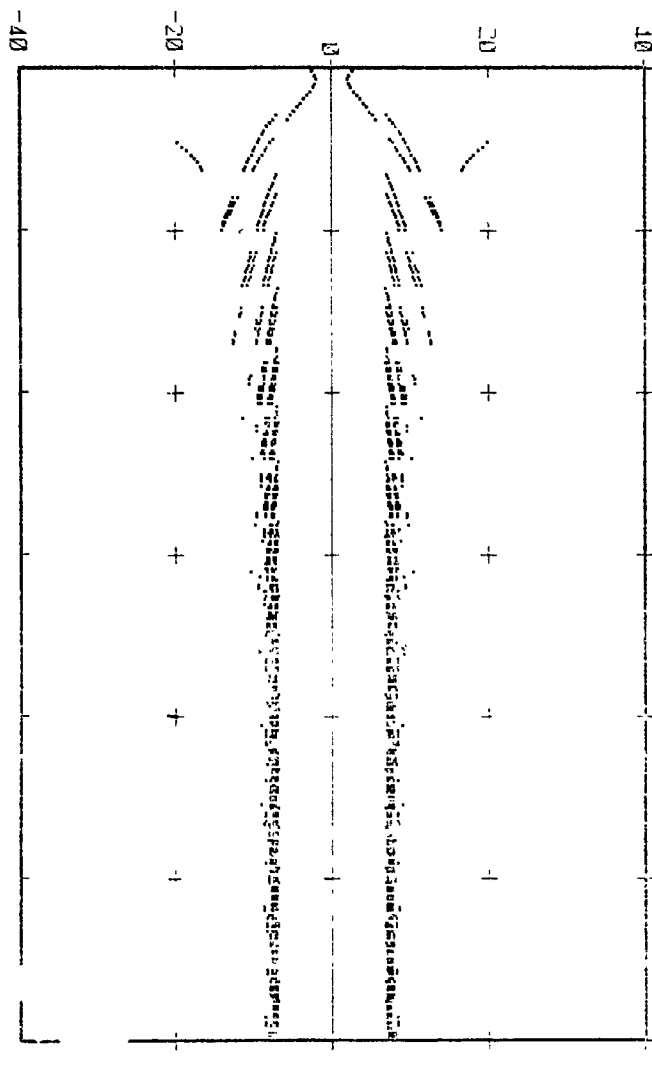
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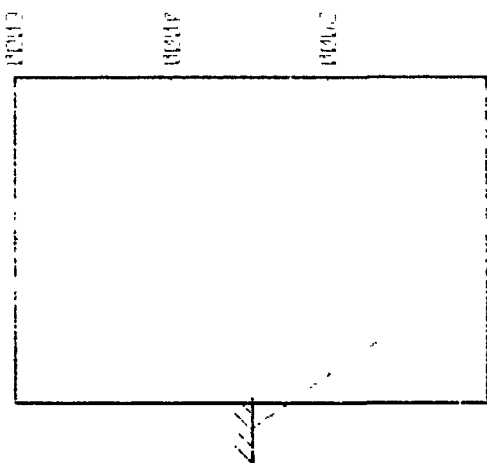
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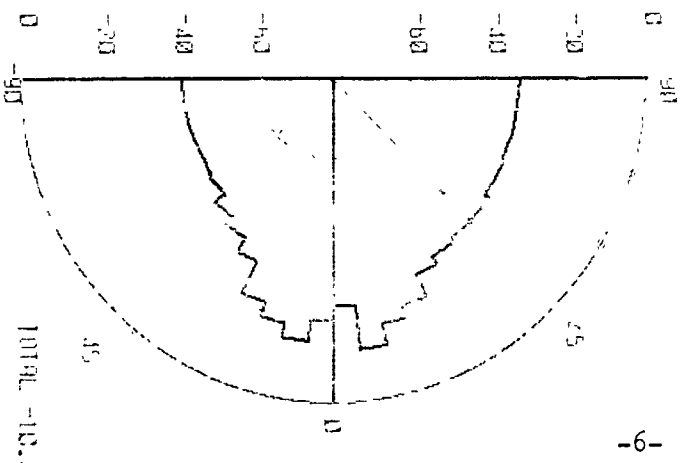
ARRIVAL ANGLE



DEPTH IN METERS



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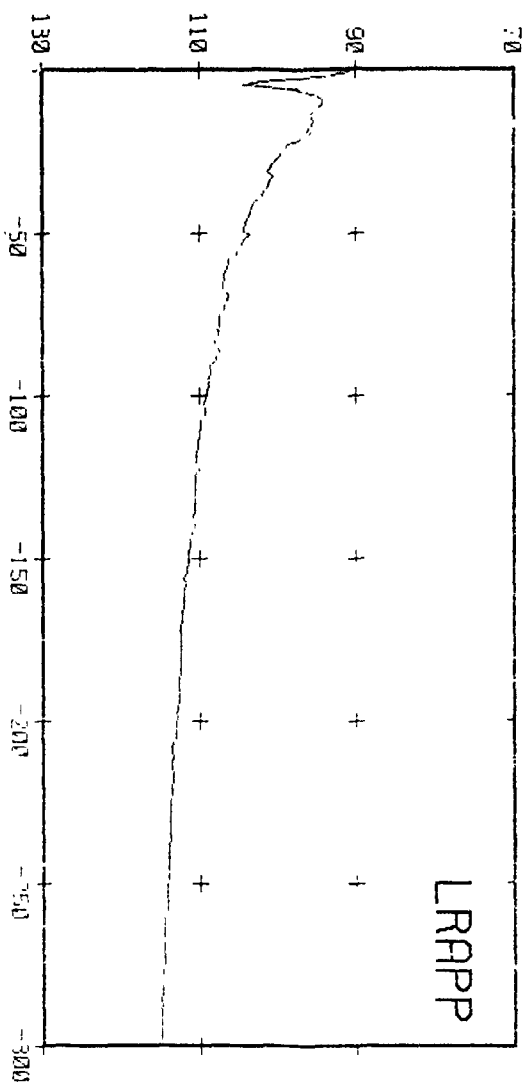
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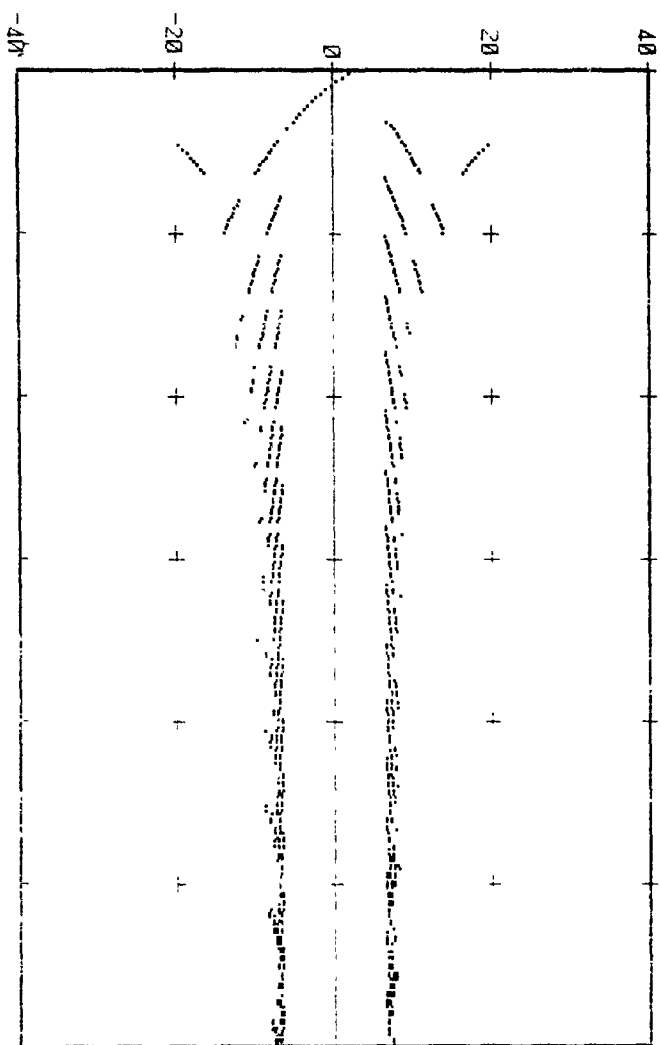
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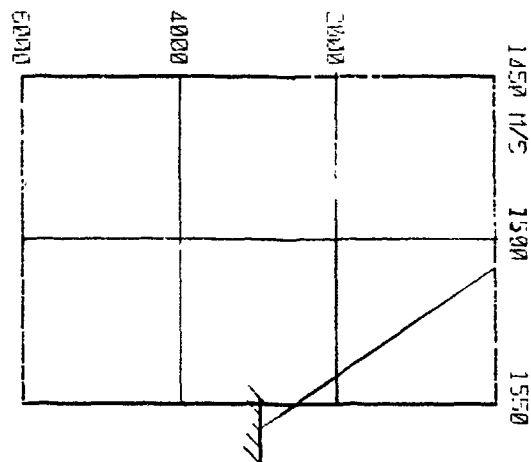
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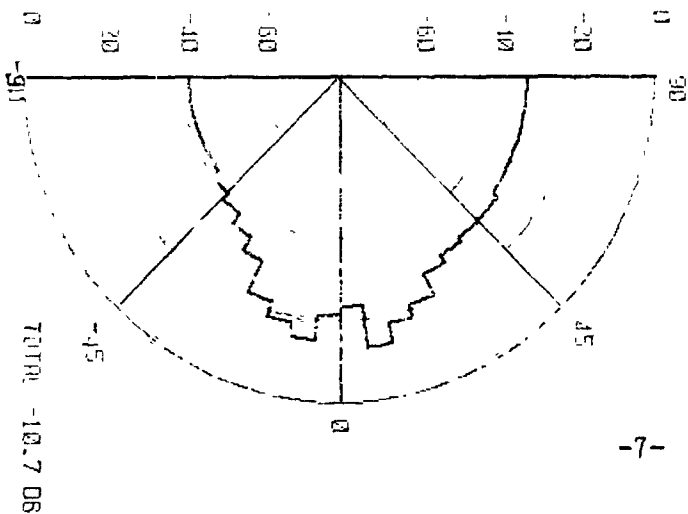
ARRIVAL ANGLE



DEPTH IN METERS



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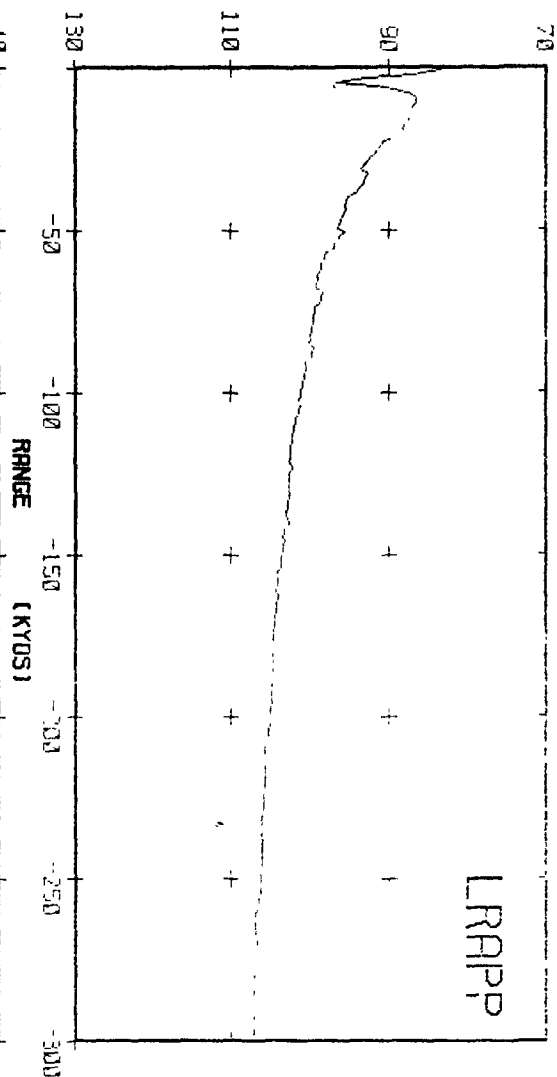


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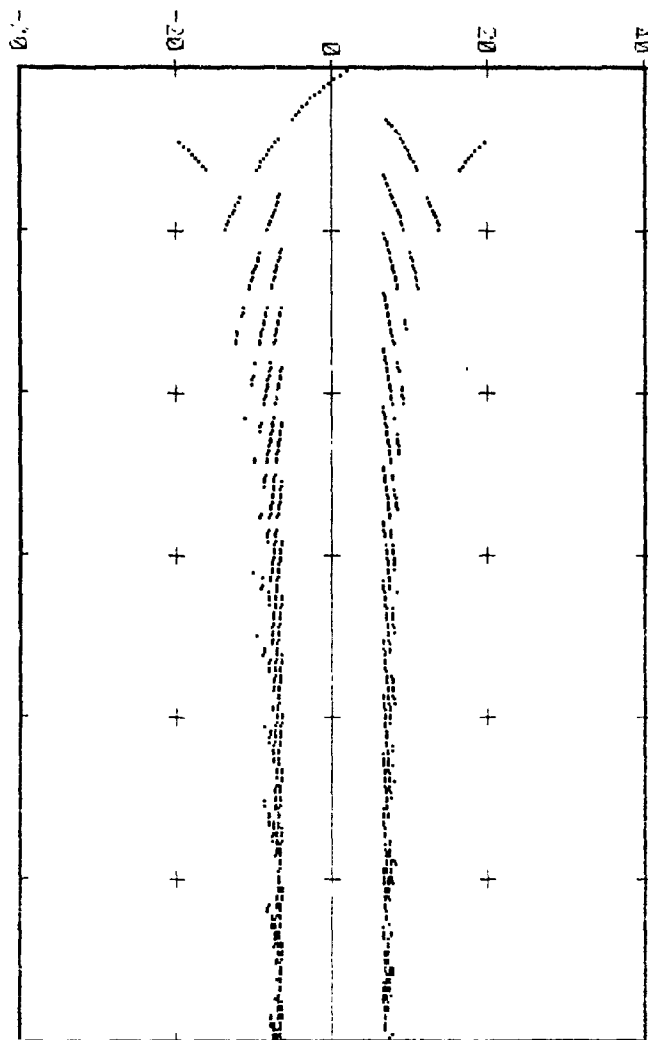
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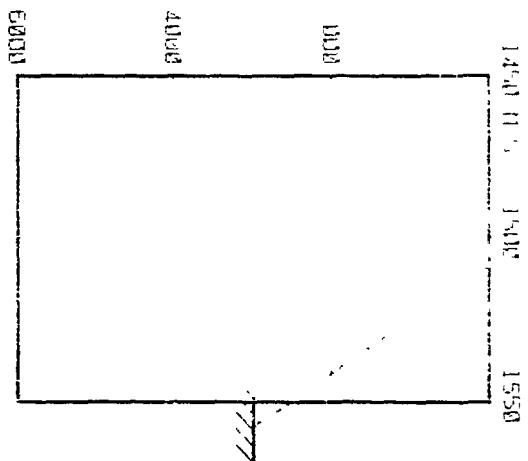
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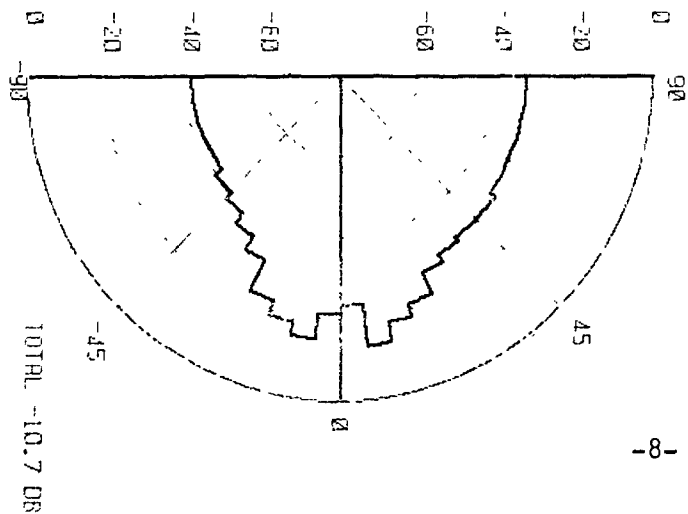
ARRIVAL ANGLE



DEPTH IN METERS



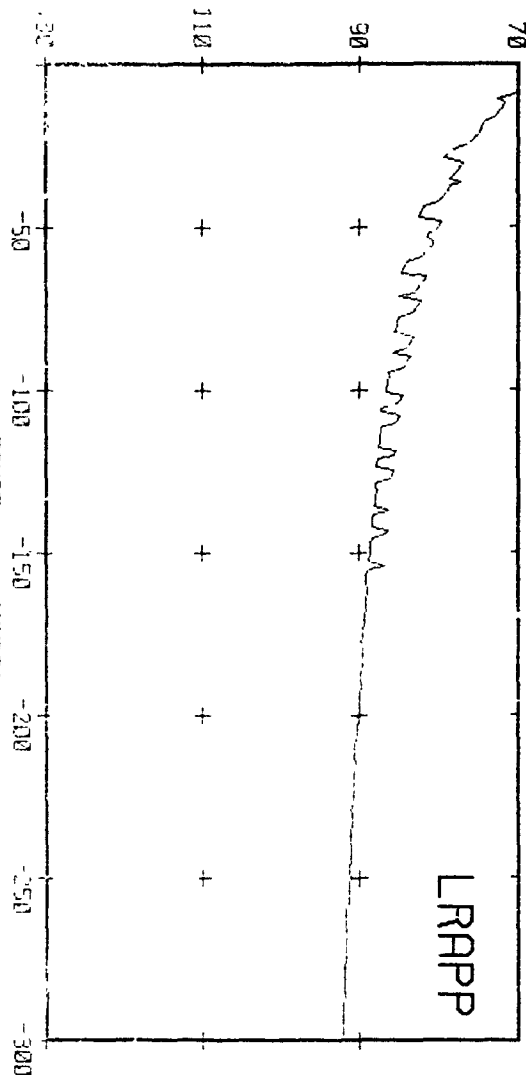
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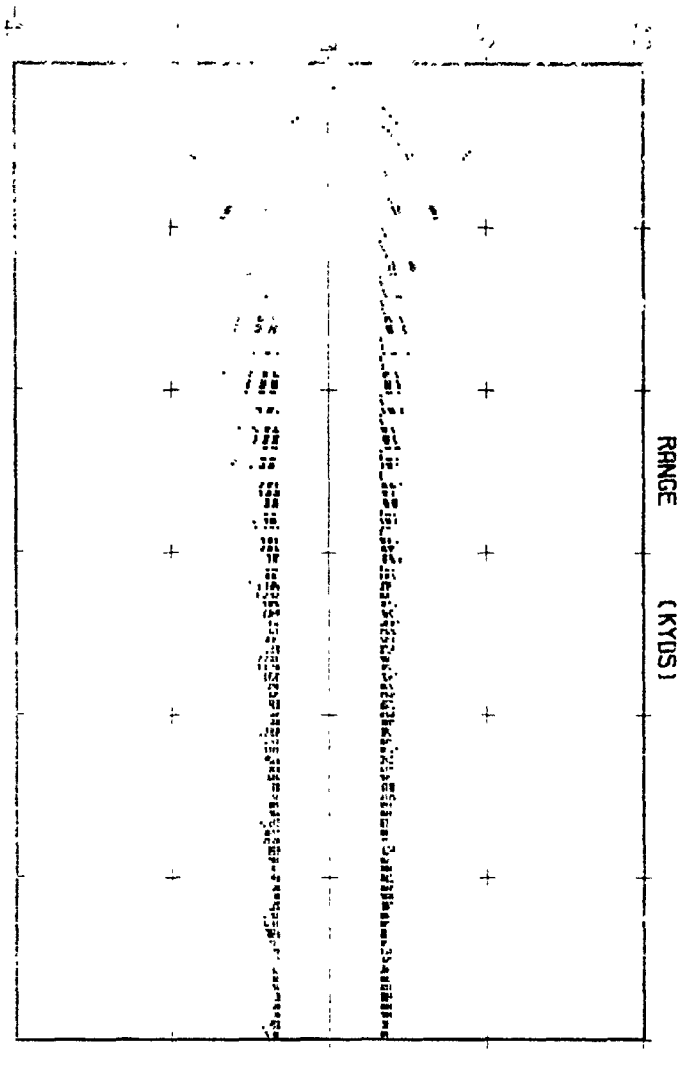
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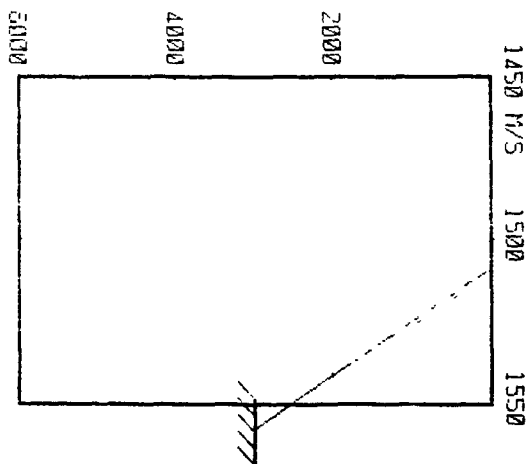
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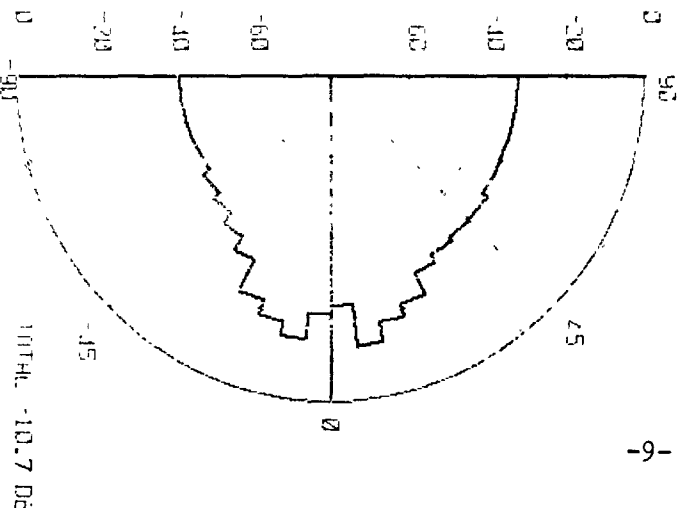
NOISE FILE



DEPTH IN METERS



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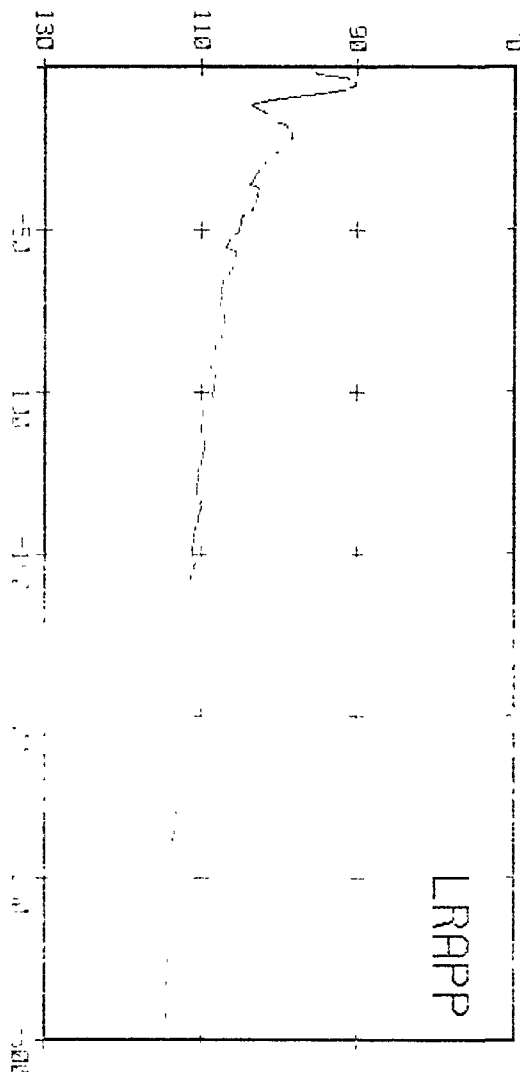


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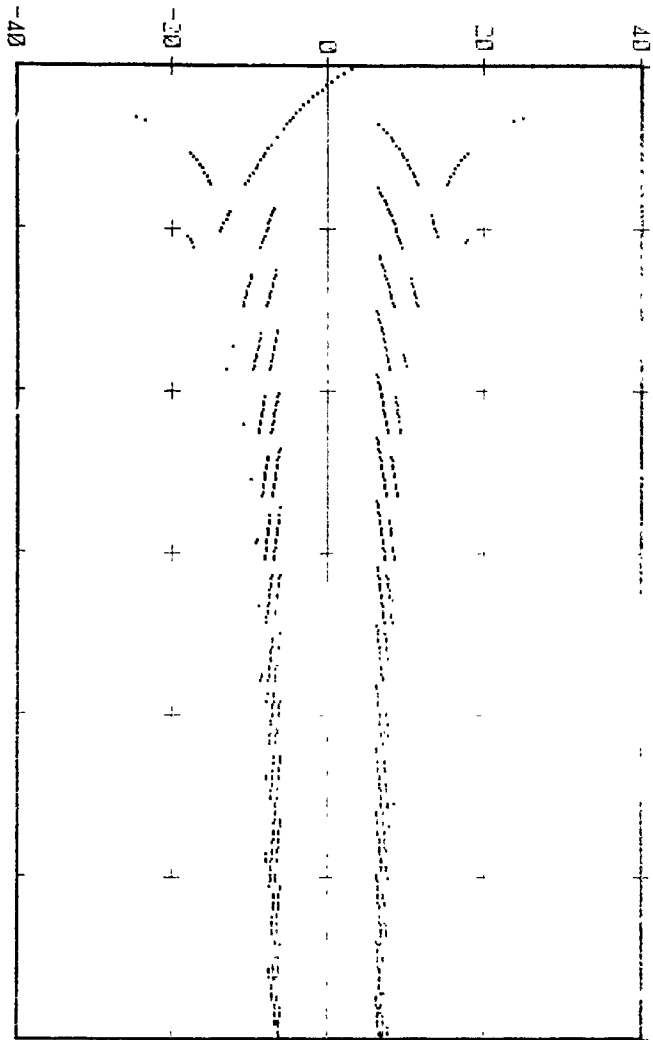
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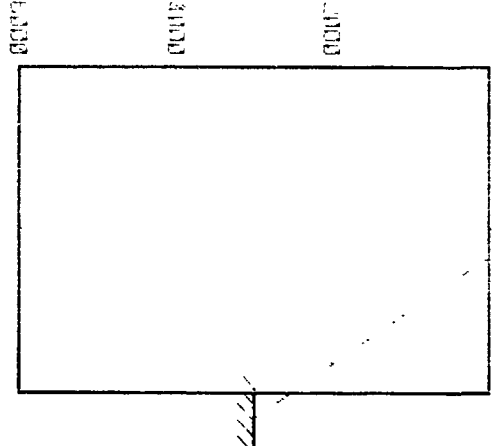
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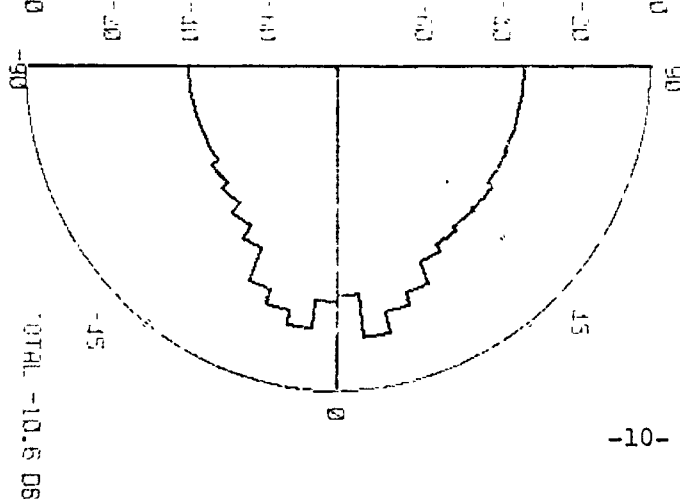
ARRIVAL ANGLE



DEPTH IN METERS



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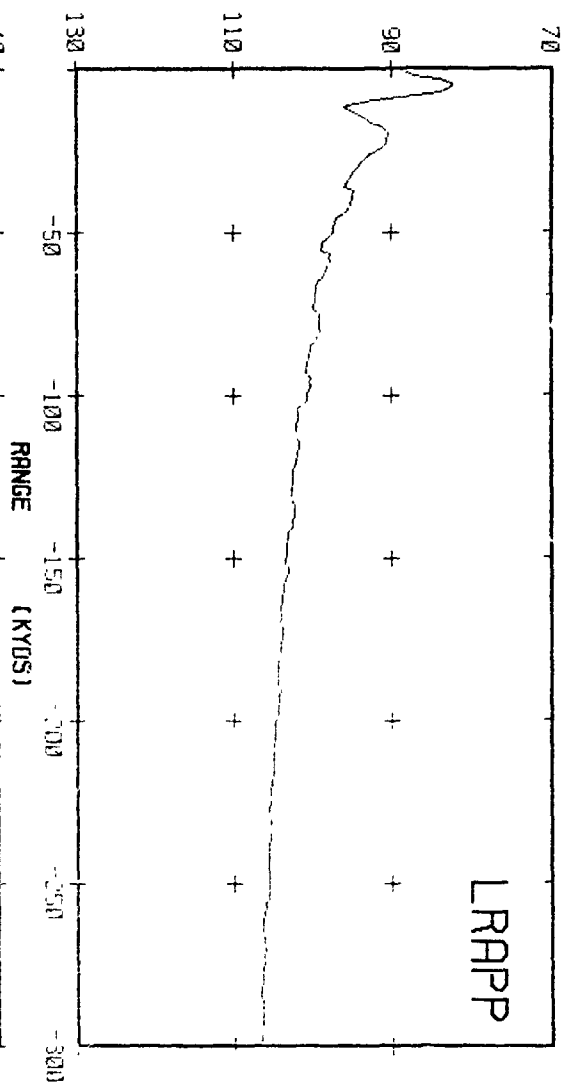


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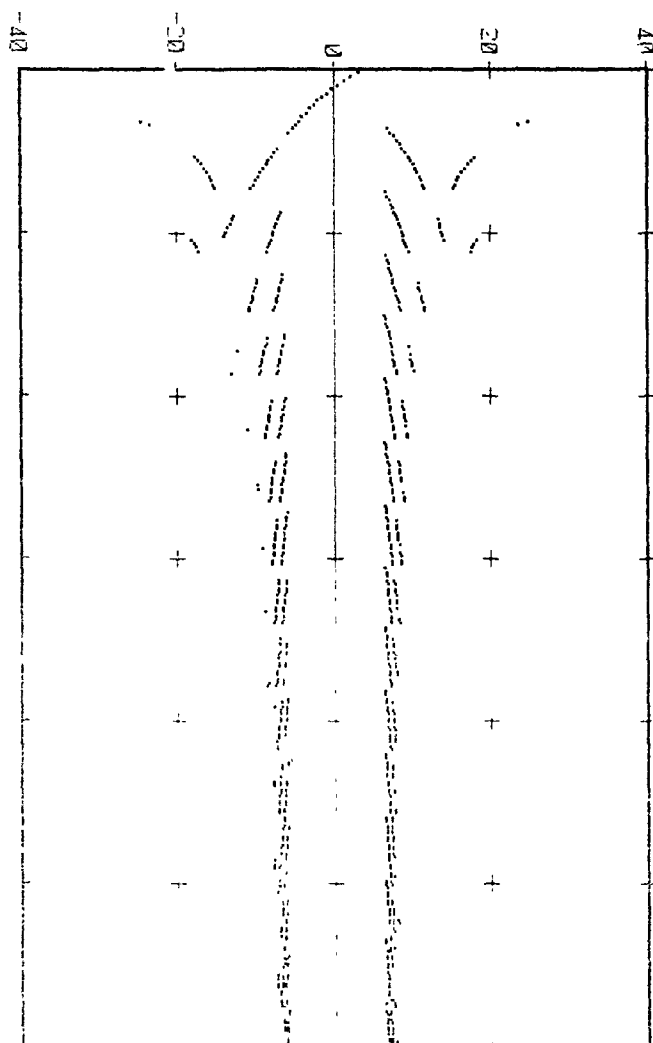
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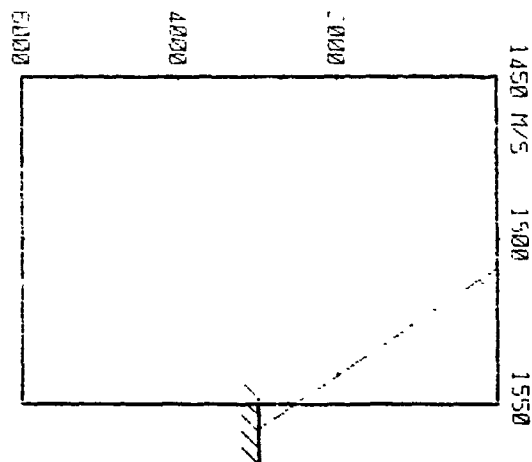
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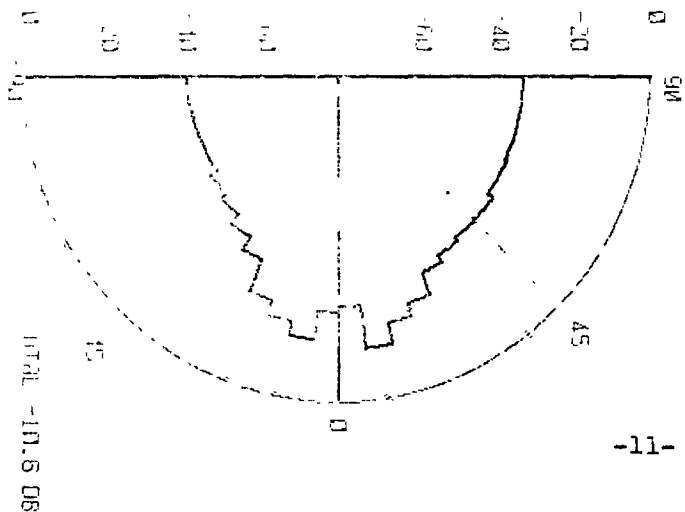
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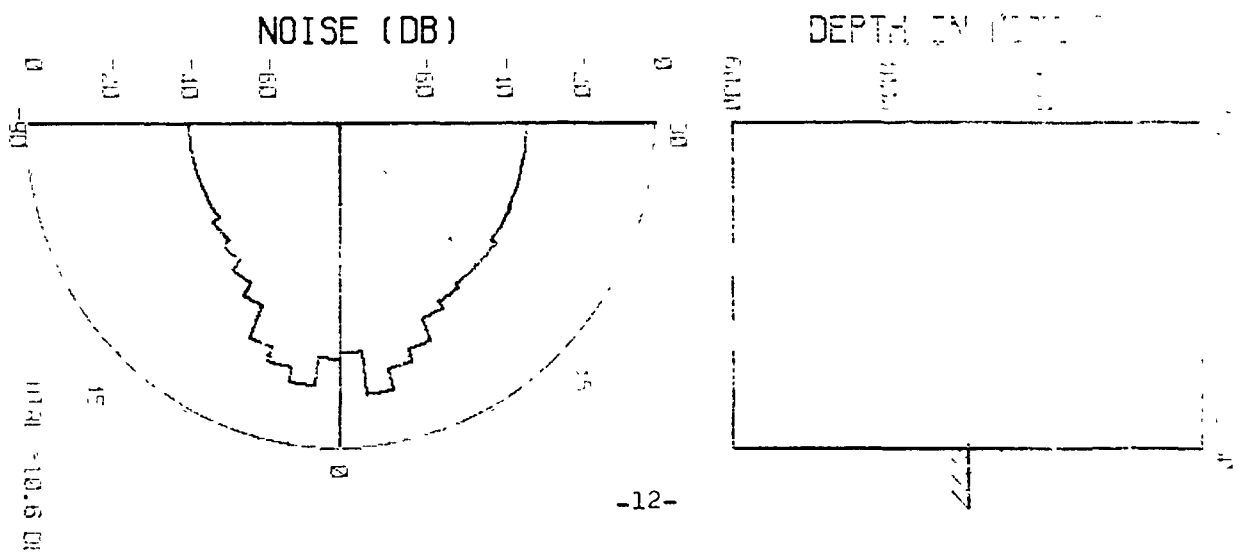
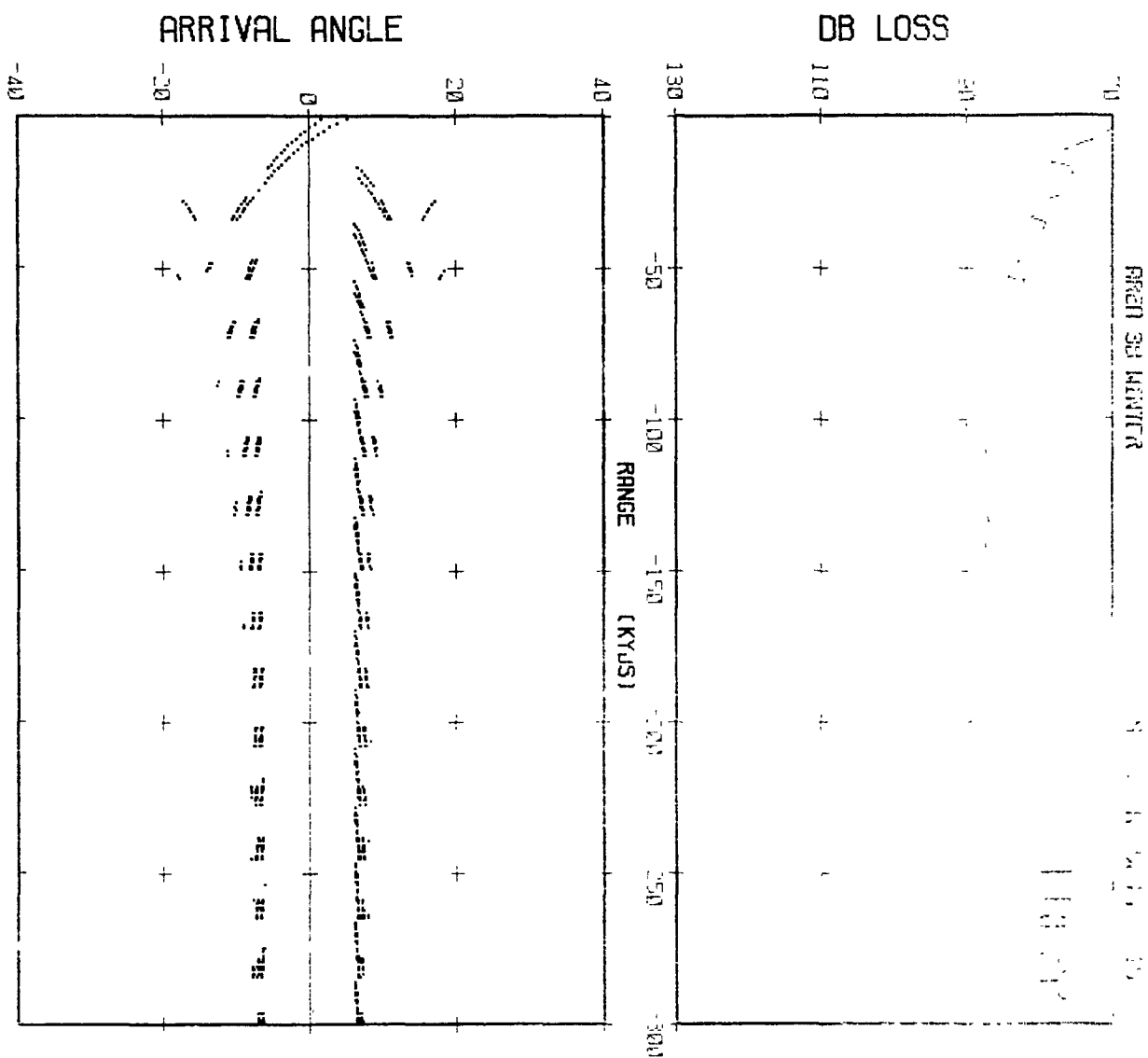
DEPTH IN METERS



NOISE (DB)





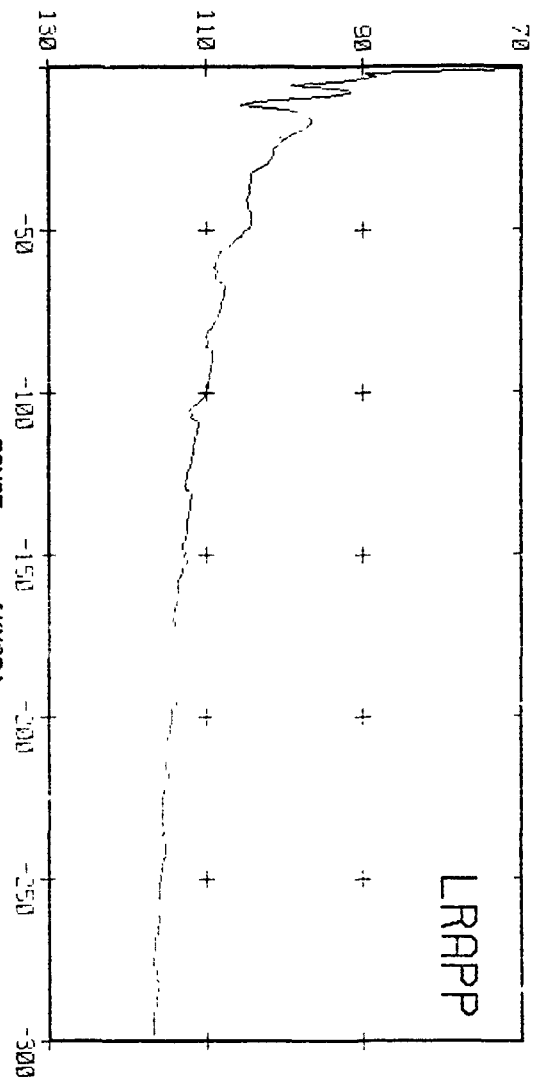


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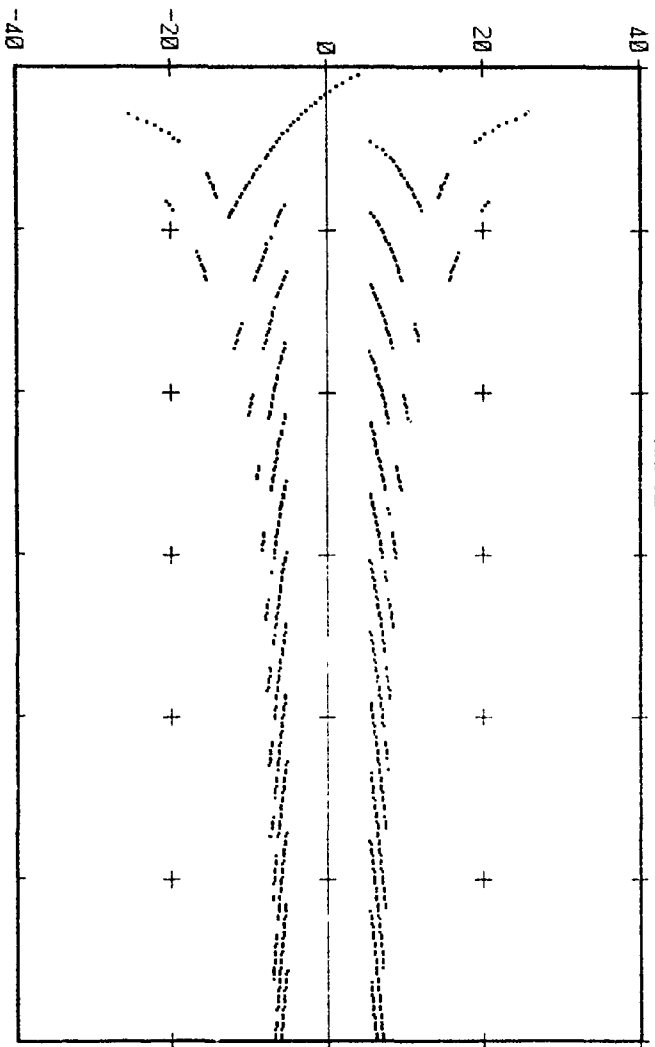
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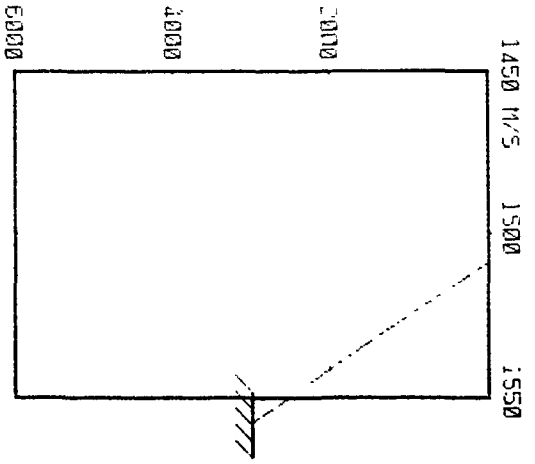
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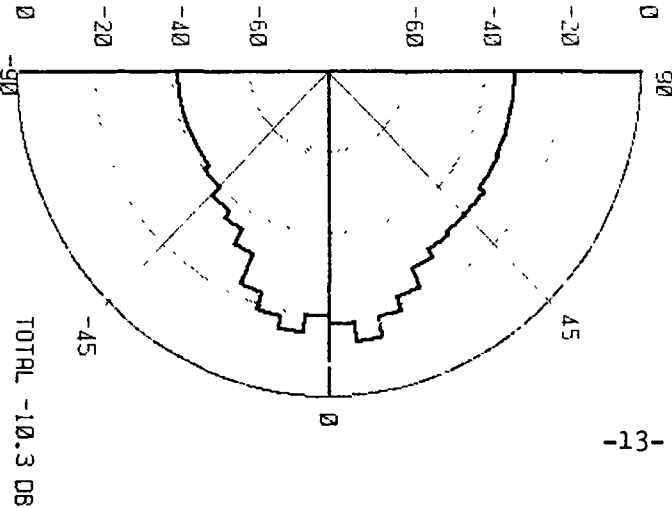
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DEPTH IN METERS



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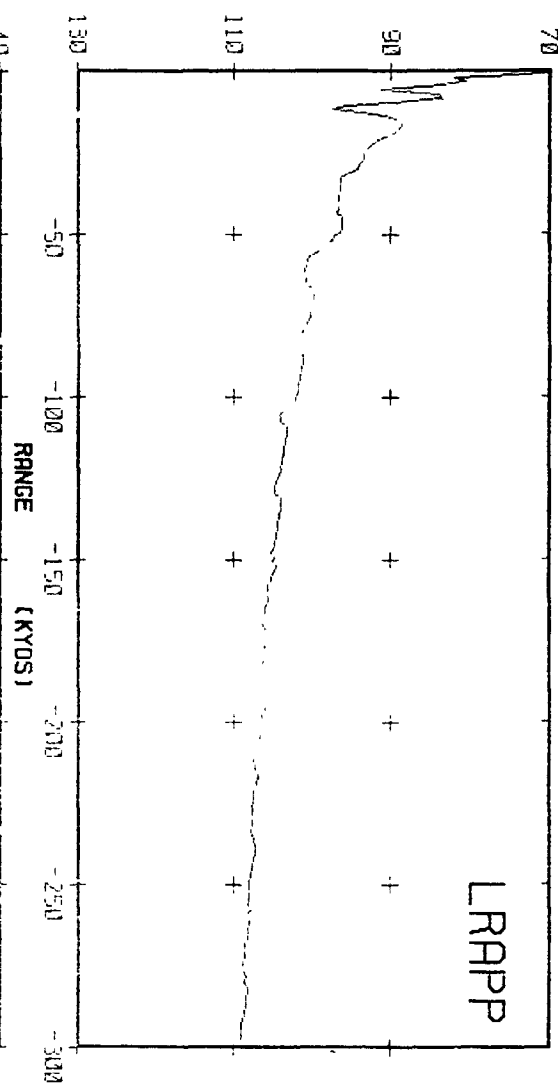


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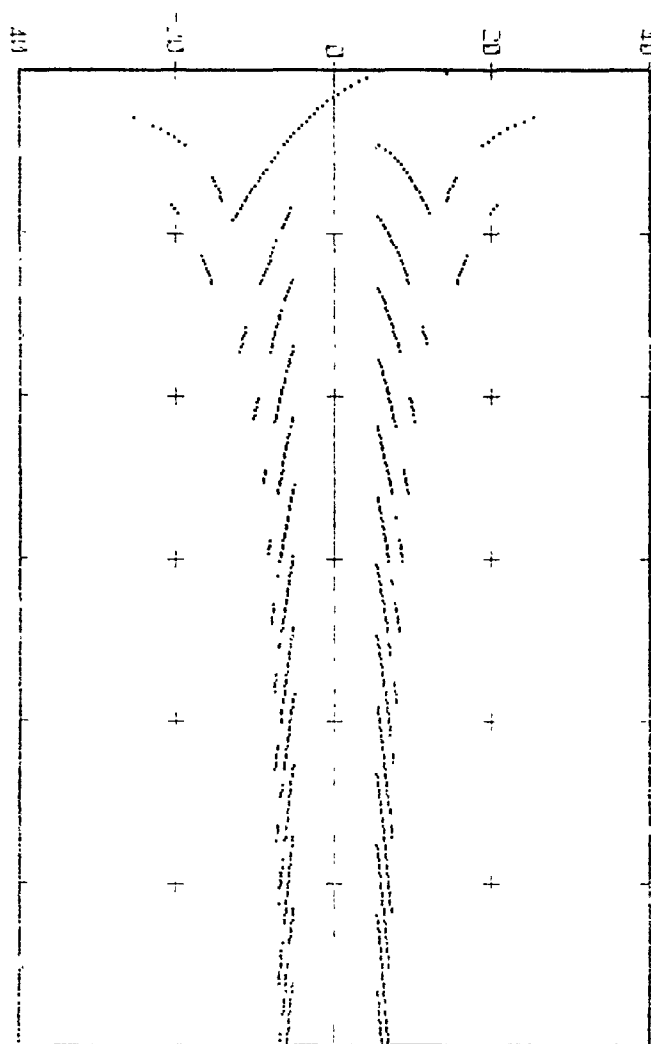
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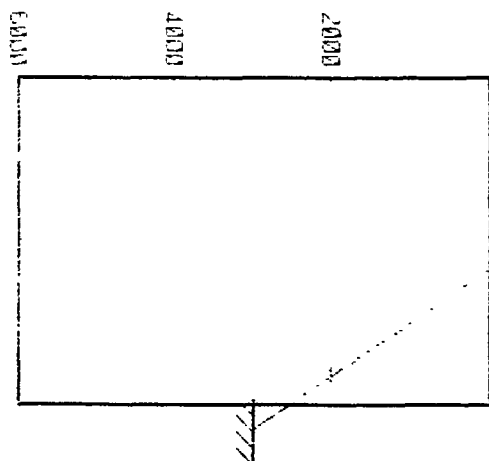
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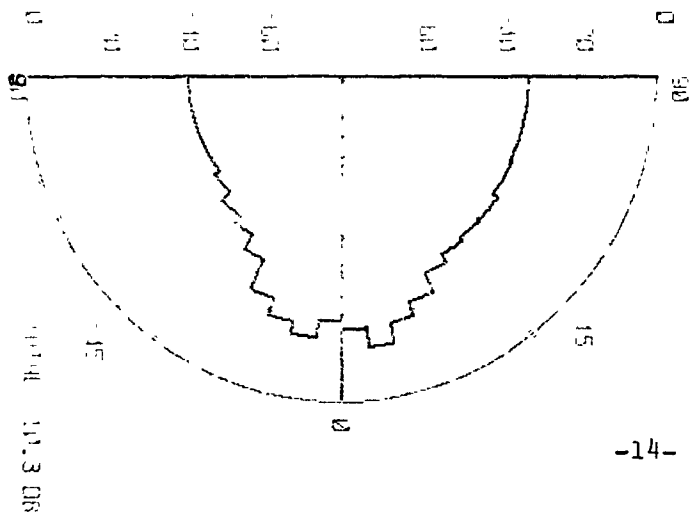
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DEPTH IN METERS



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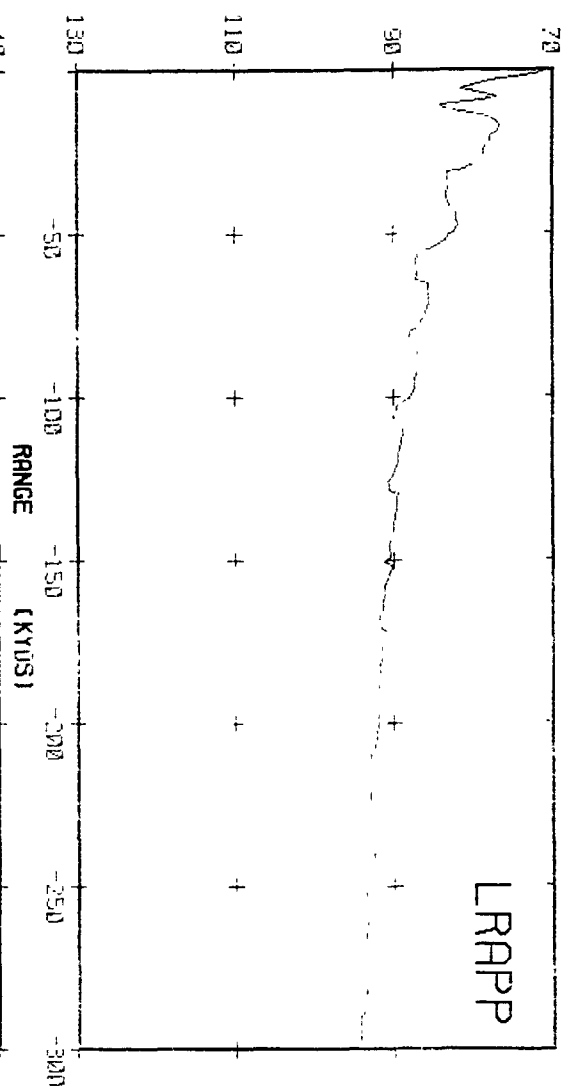


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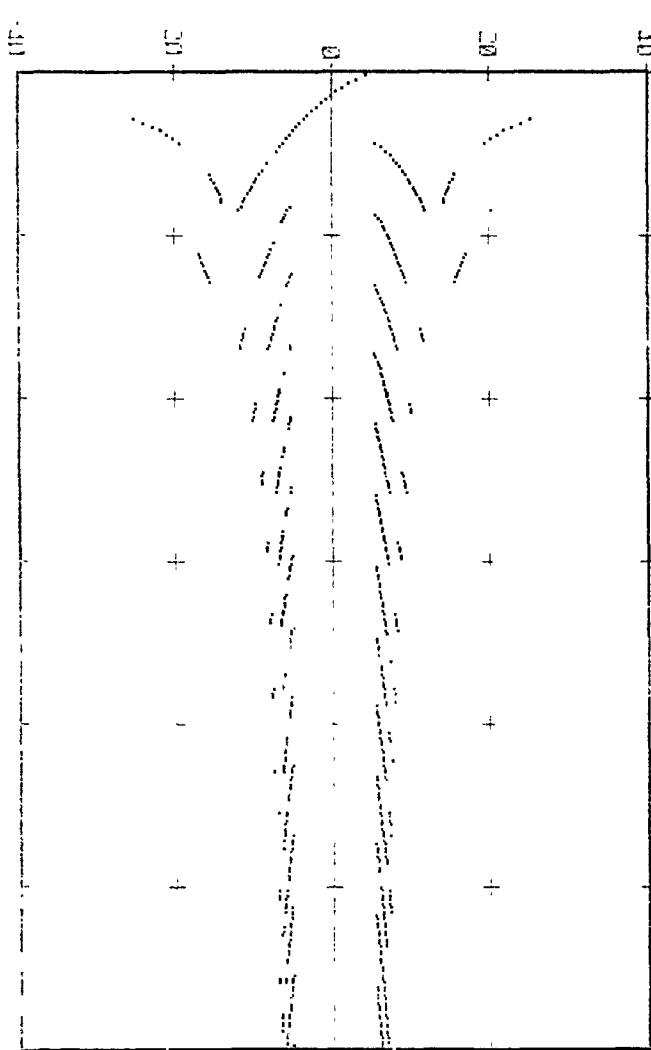
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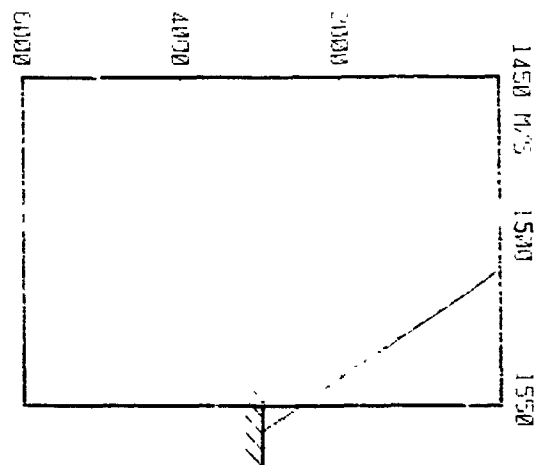
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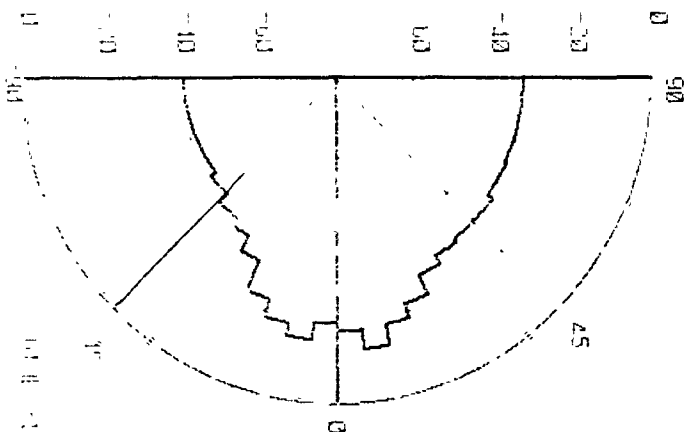
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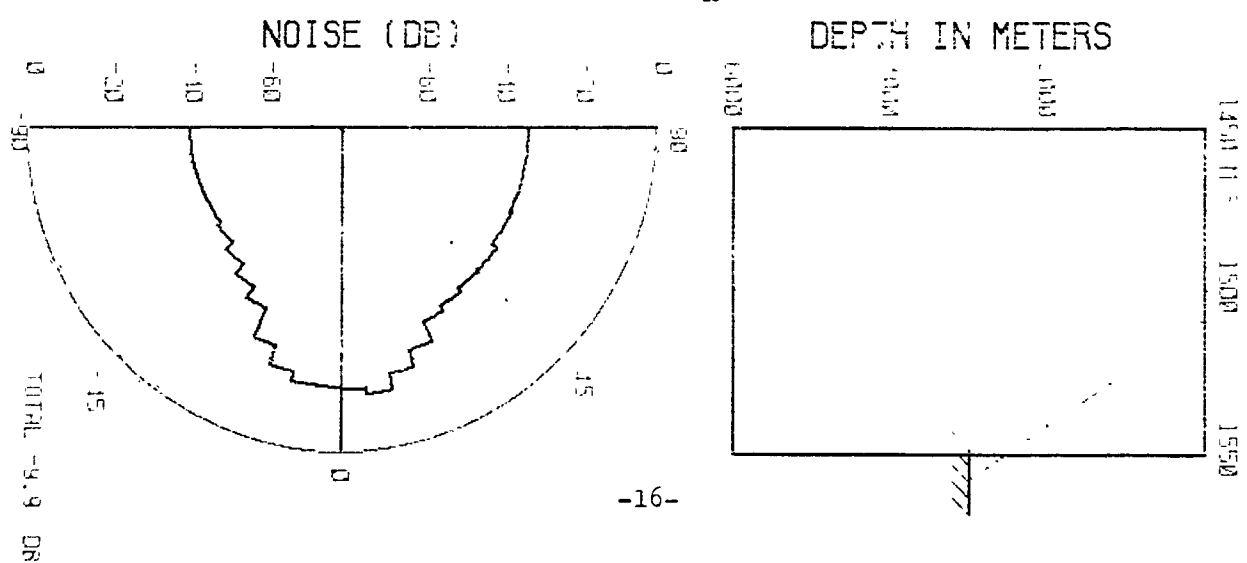
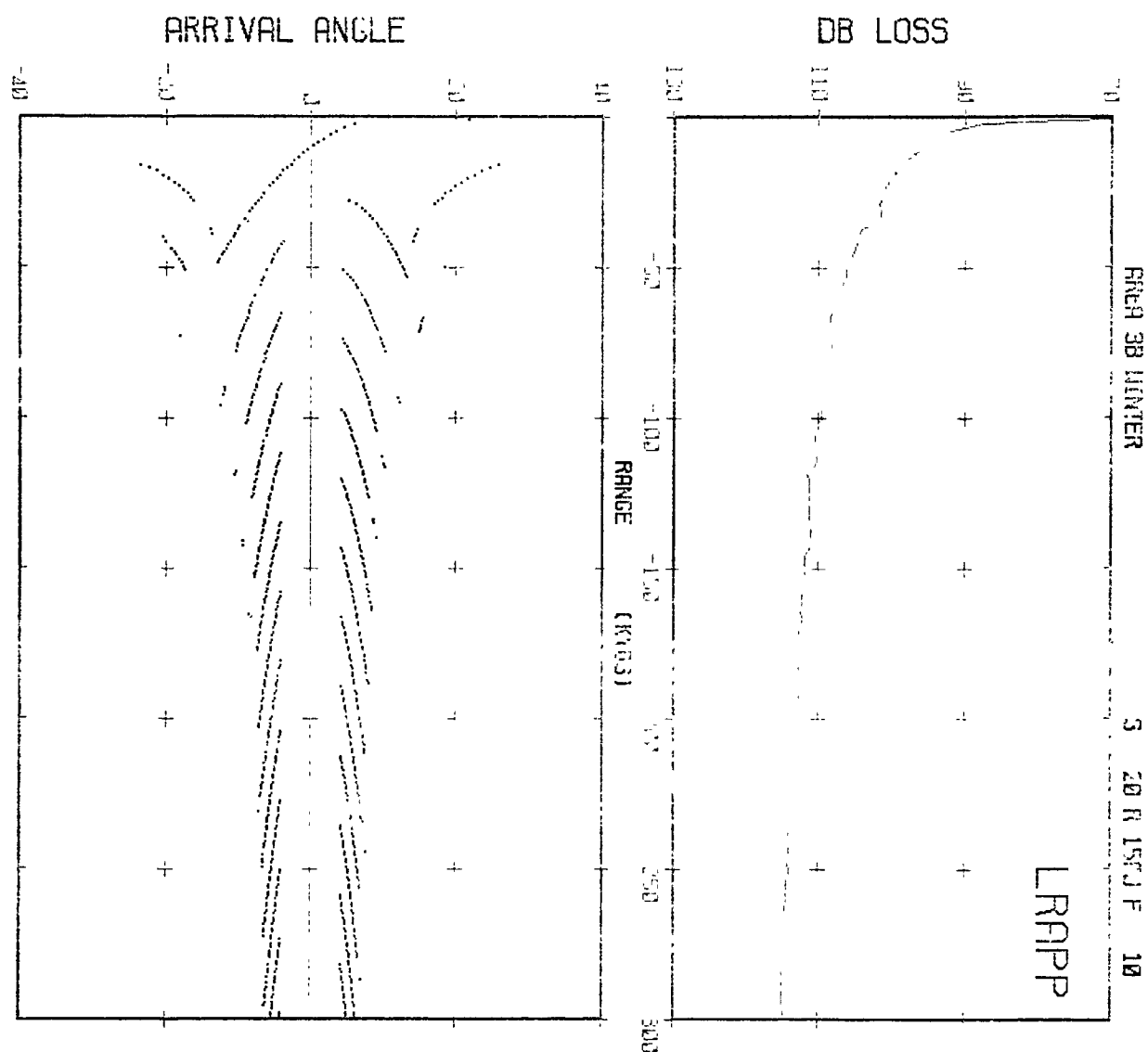


DEPTH IN METERS



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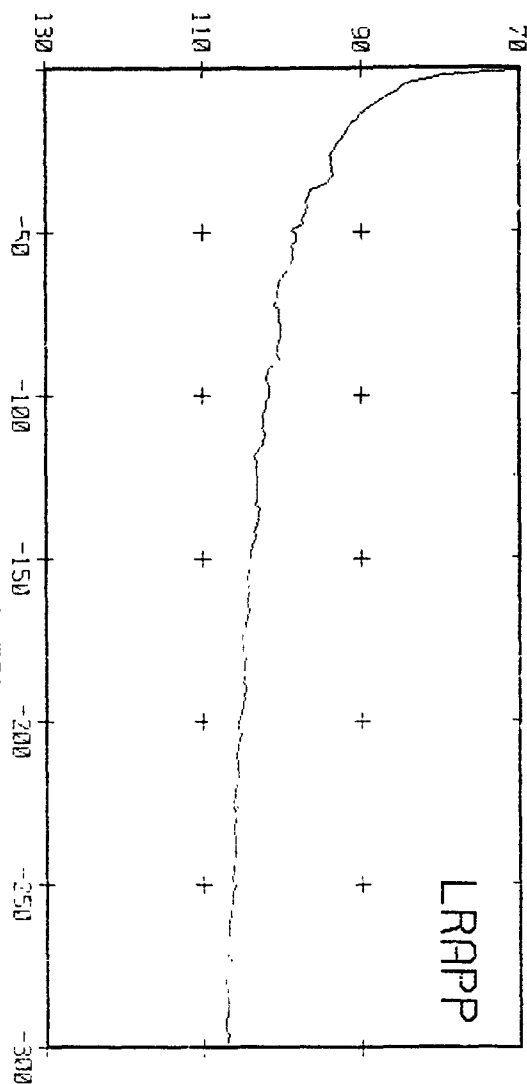


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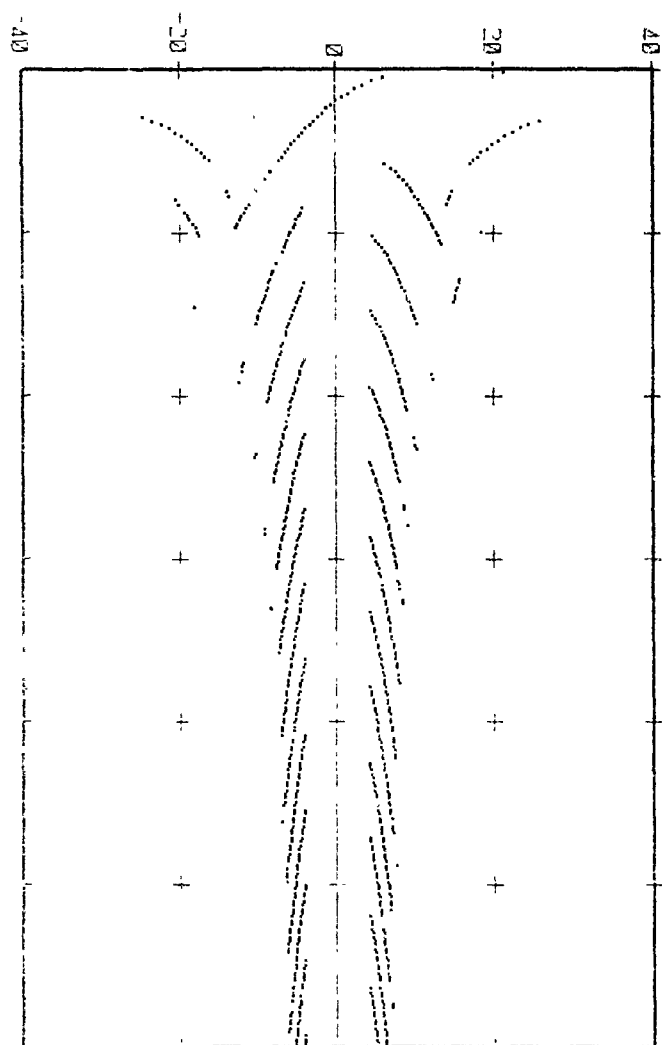
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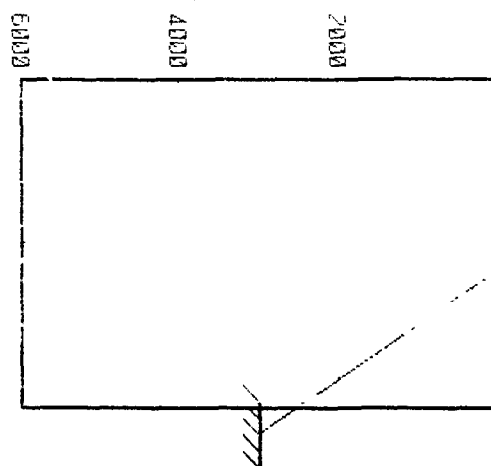
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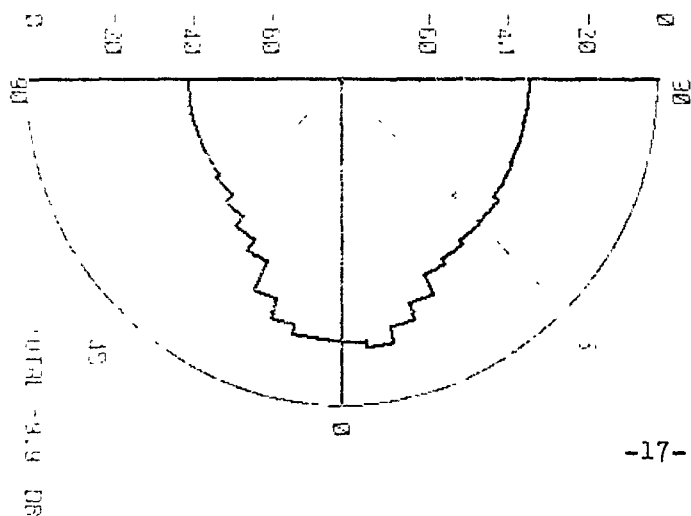
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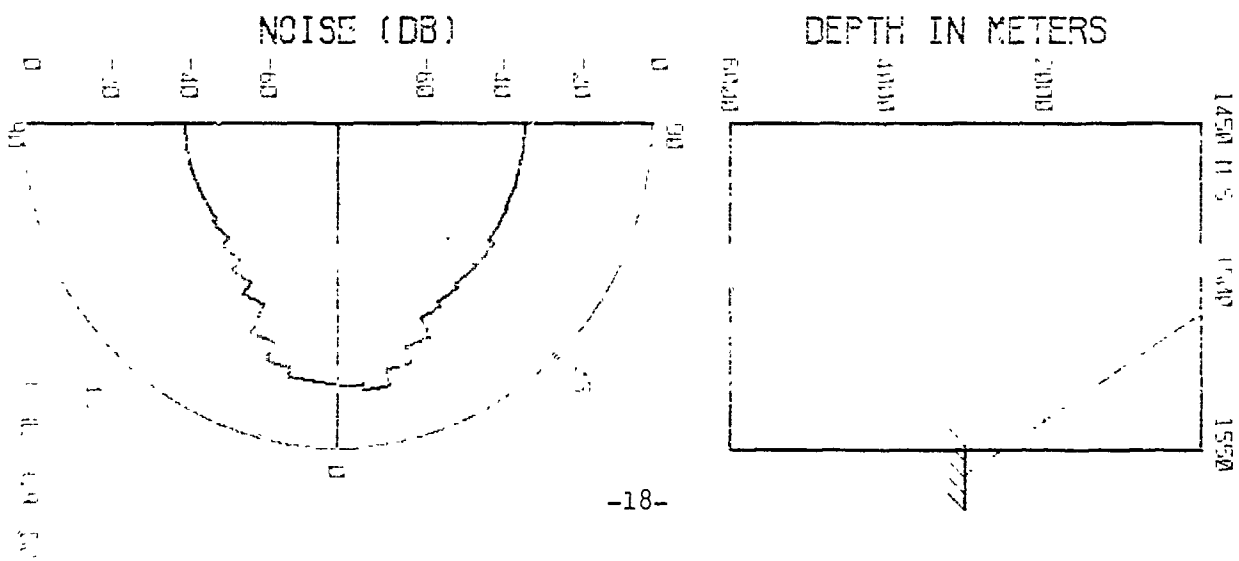
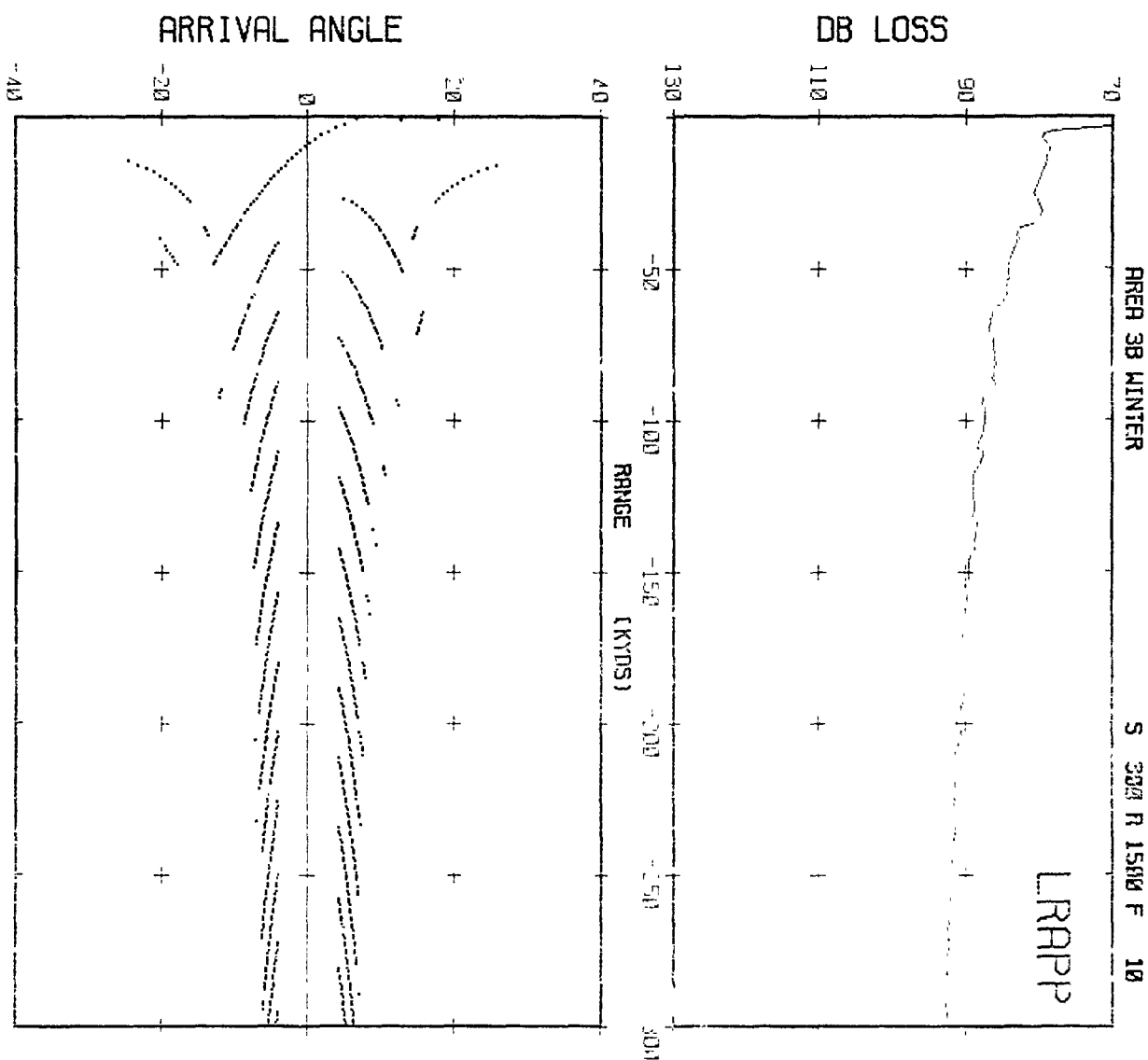


DEPTH IN METERS



NOISE (DB)



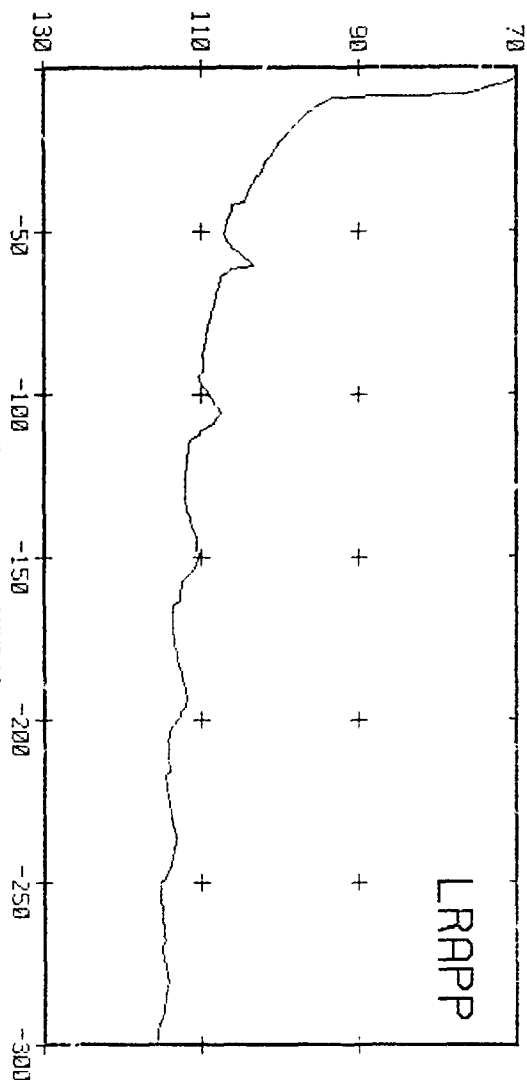


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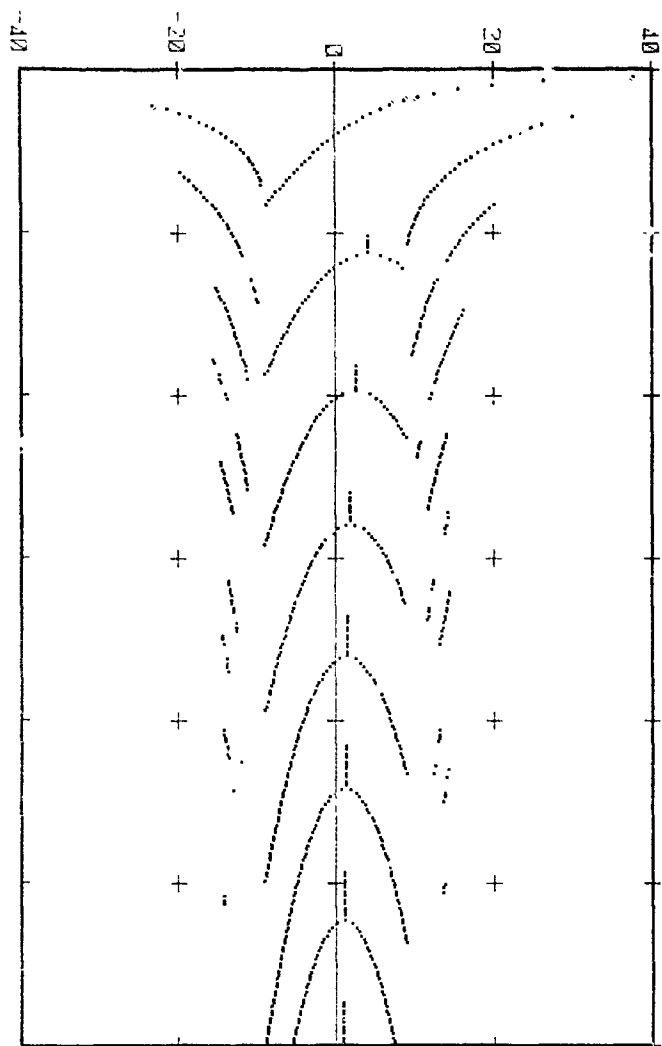
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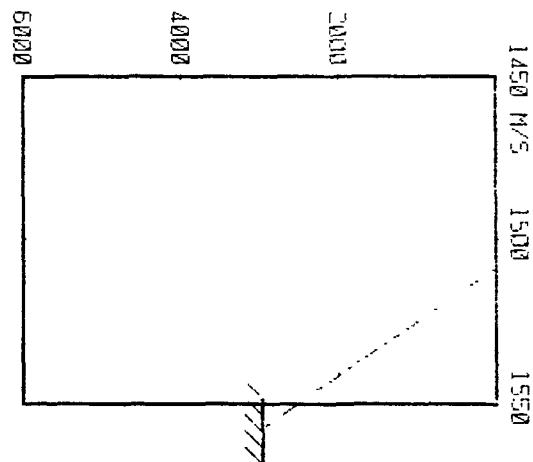
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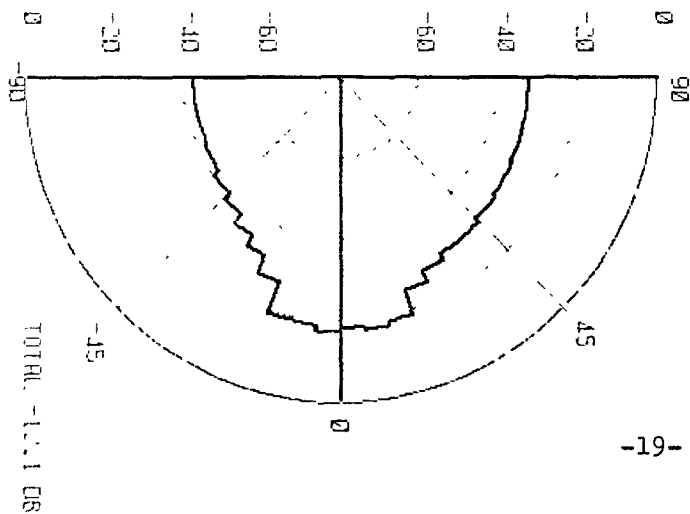
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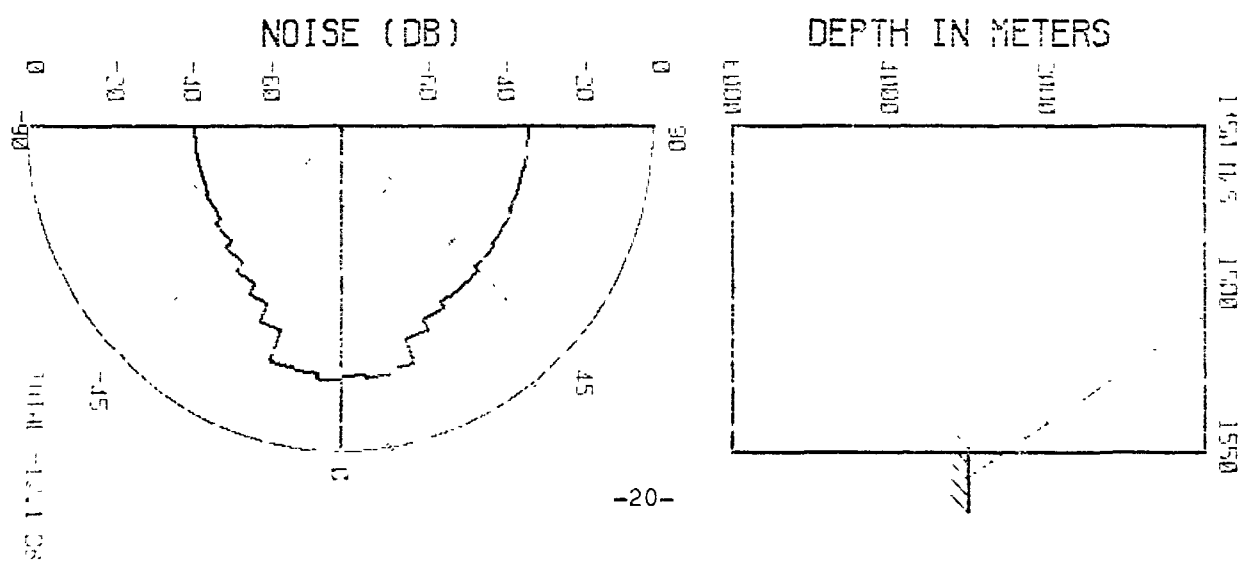
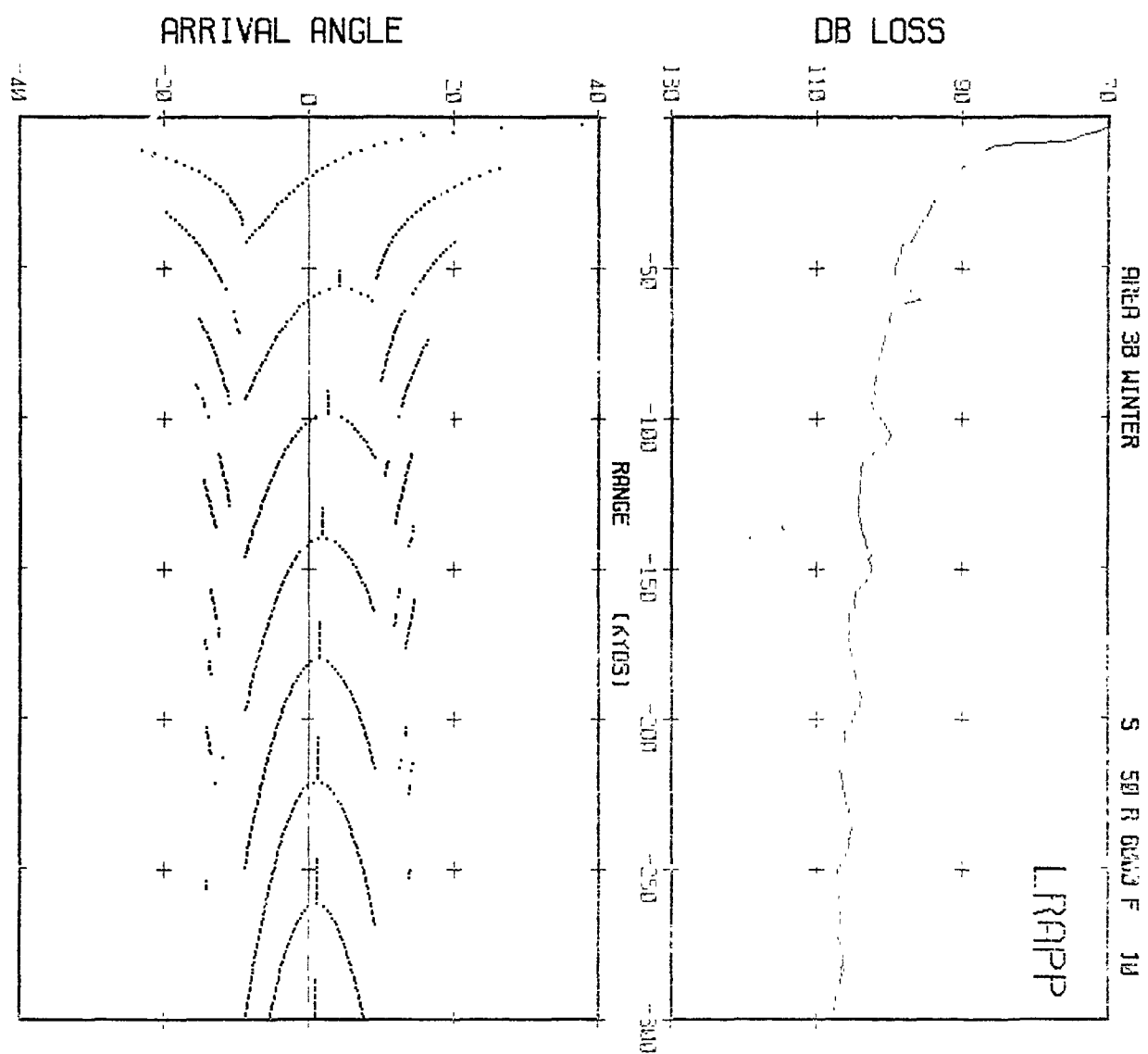
DEPTH IN METERS



NOISE (DB)



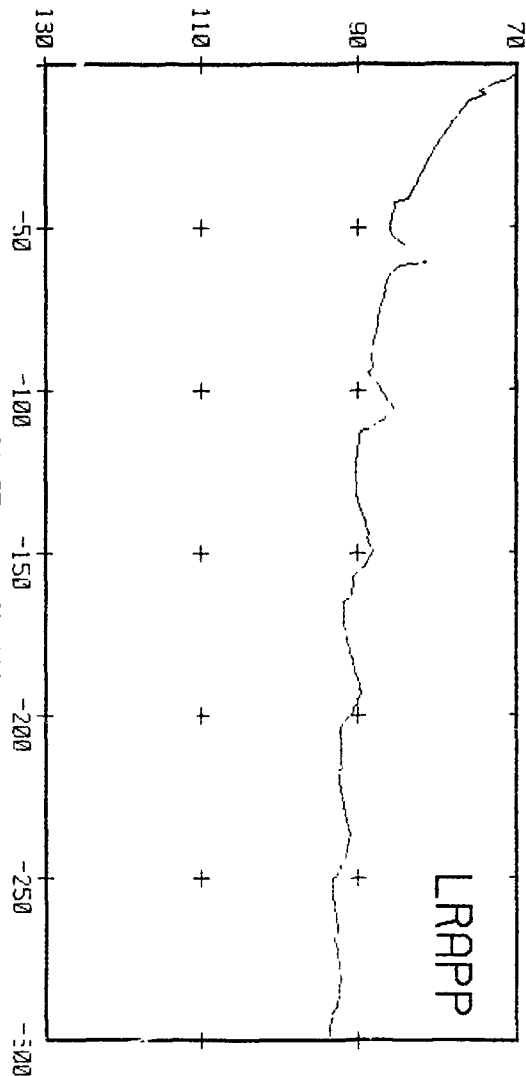




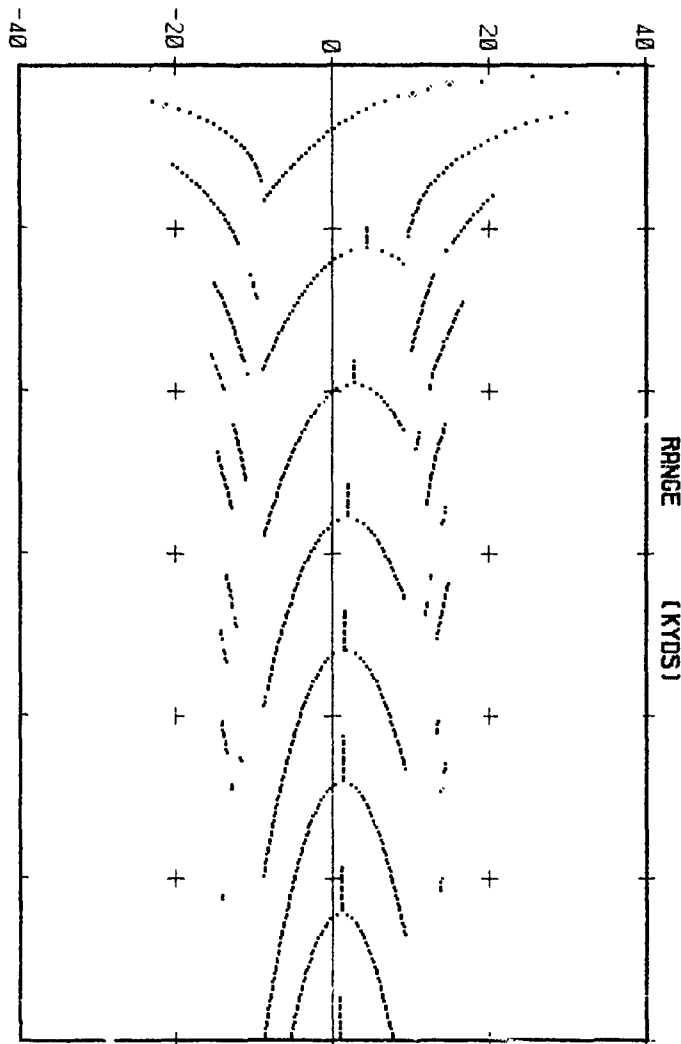
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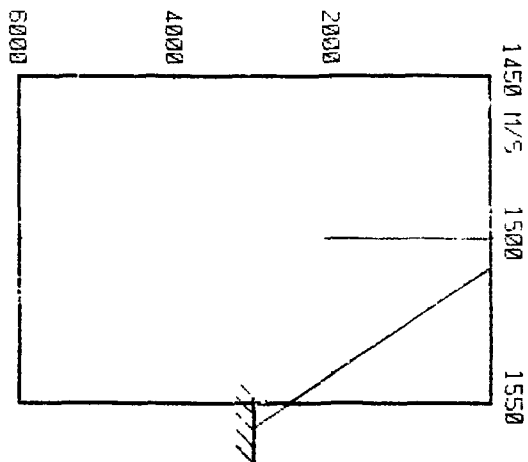
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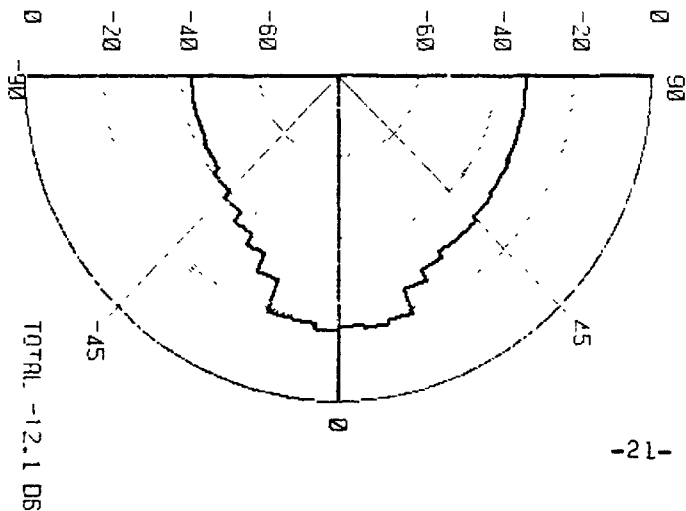
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DEPTH IN METERS



NOISE (DB)



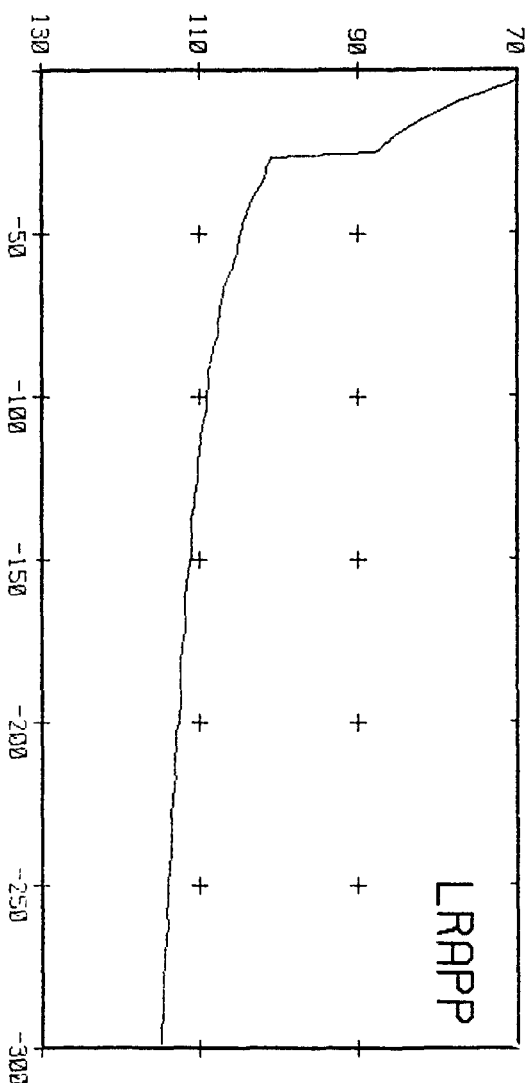
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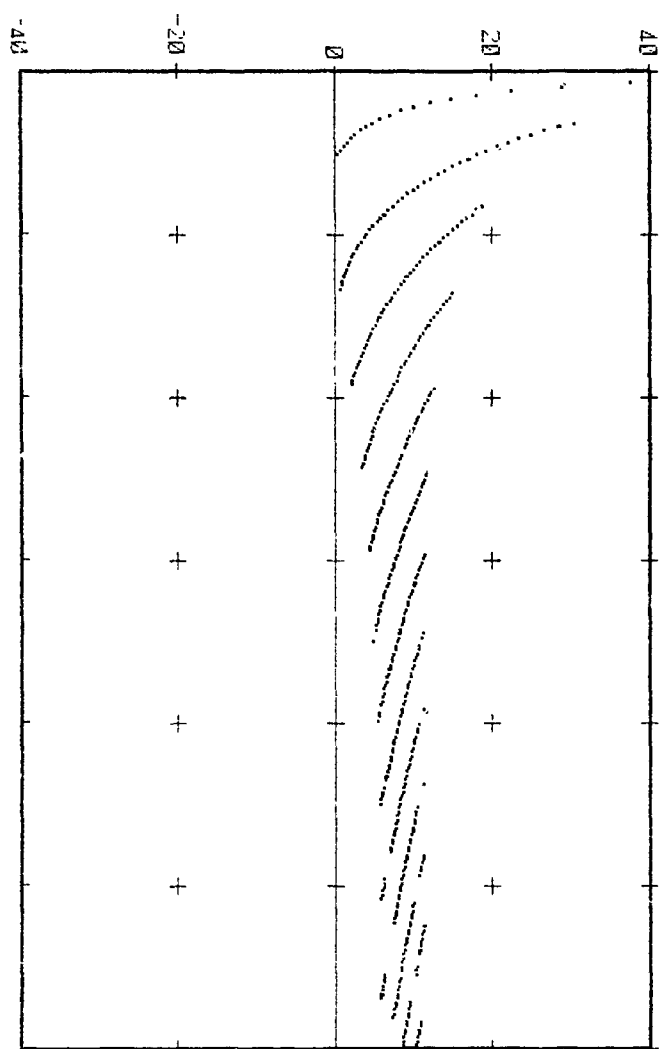
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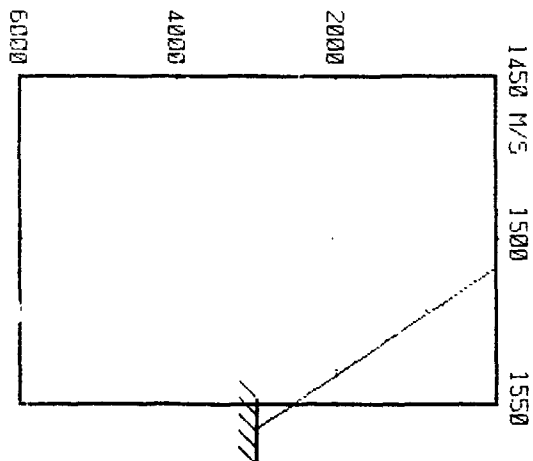
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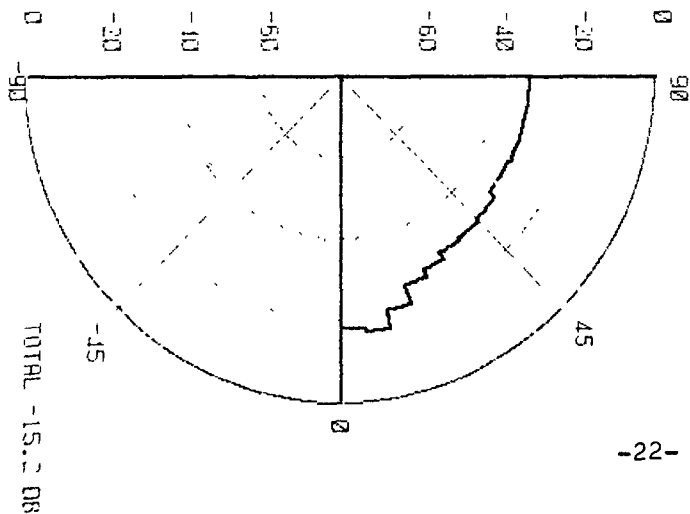
ARRIVAL ANGLE



DEPTH IN METERS



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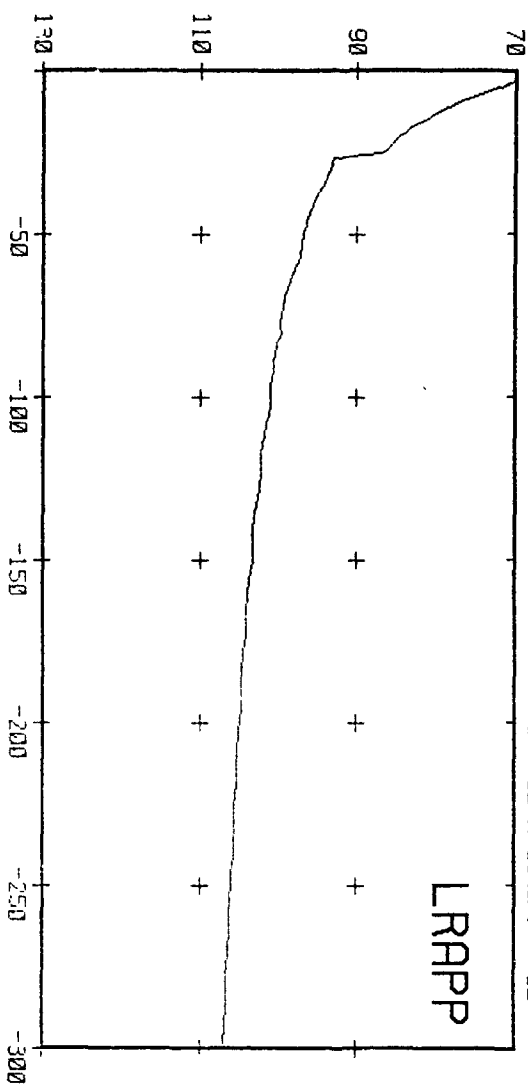


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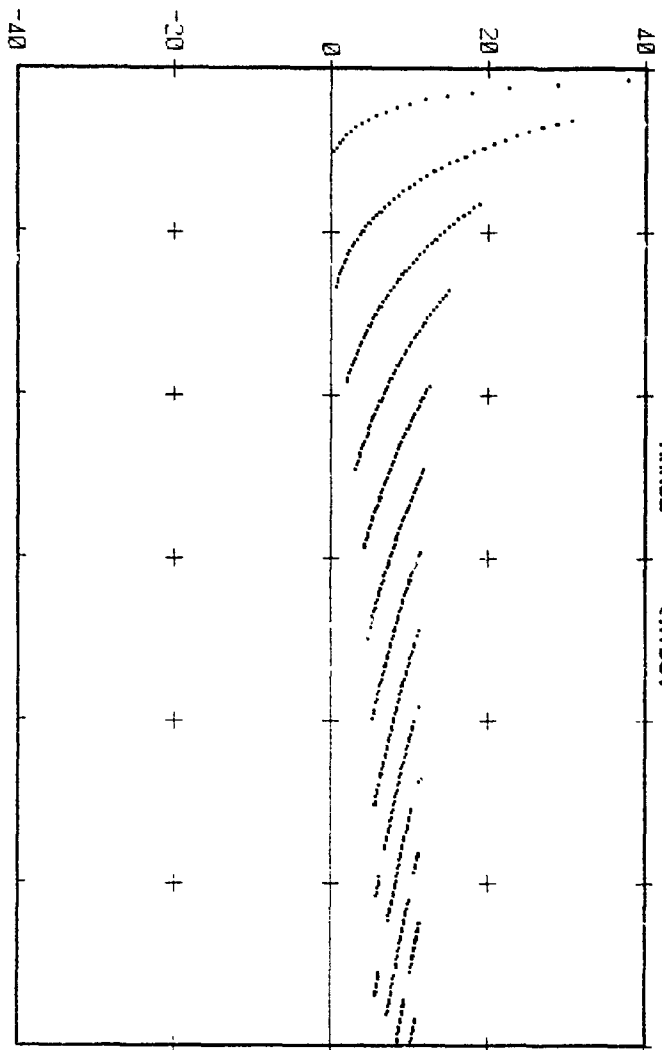
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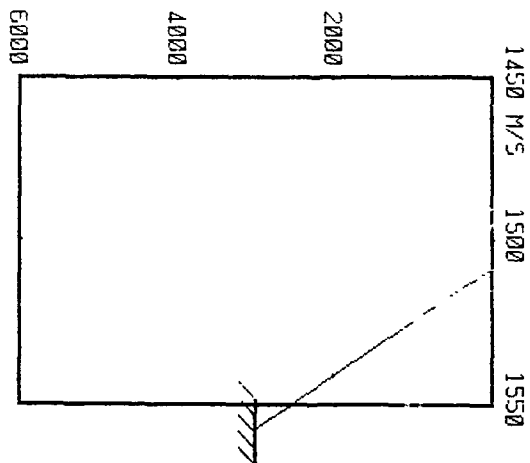
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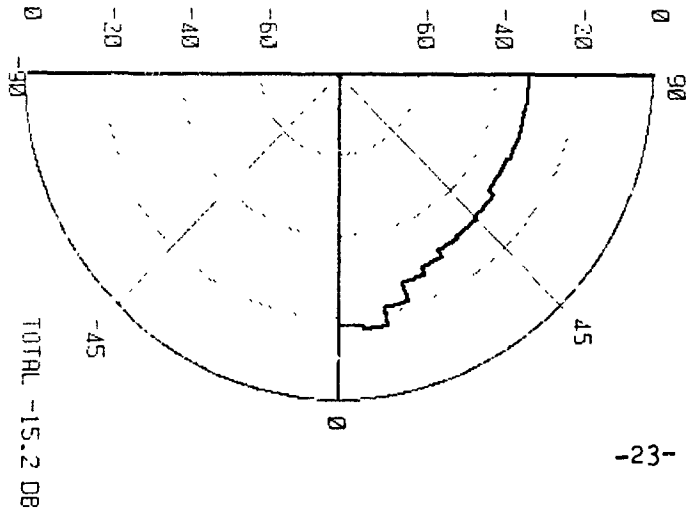
ARRIVAL ANGLE



DEPTH IN METERS



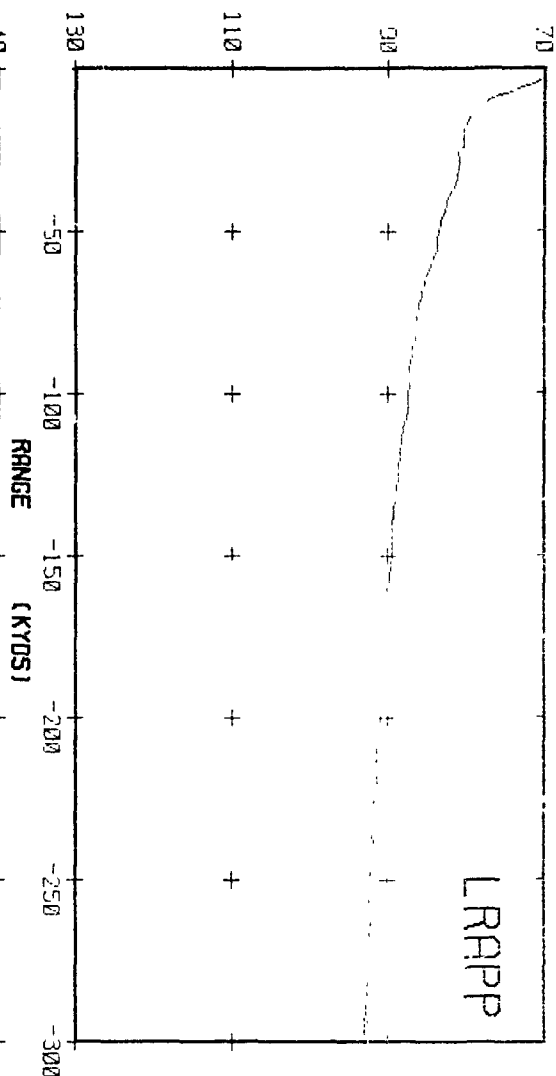
NOISE (DB)



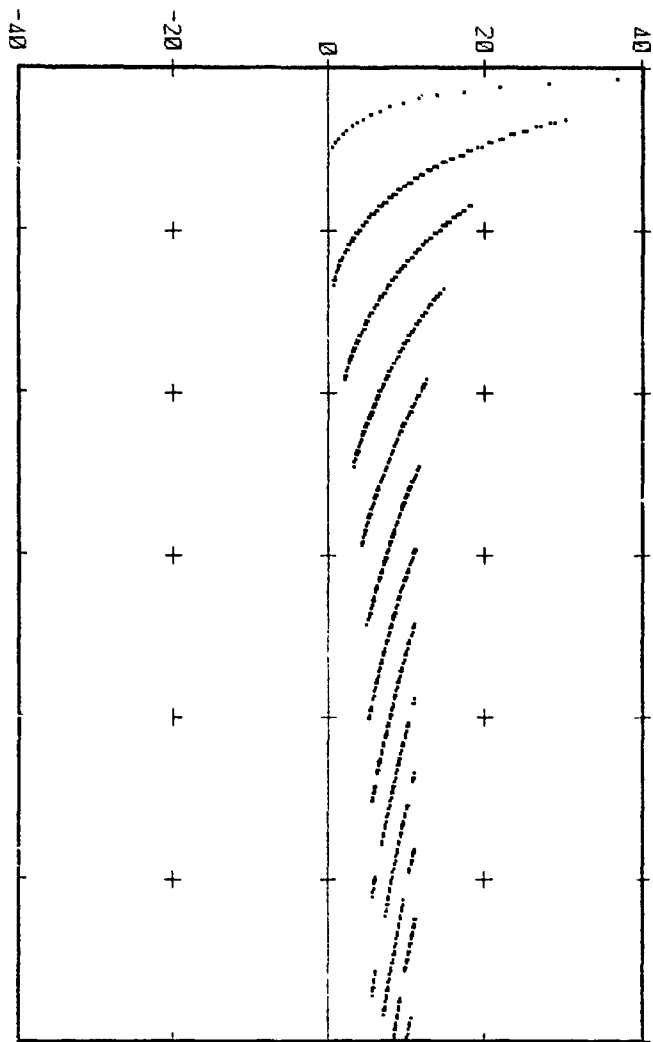
AREA 3B WINTER

S 300 R 9842 F 10

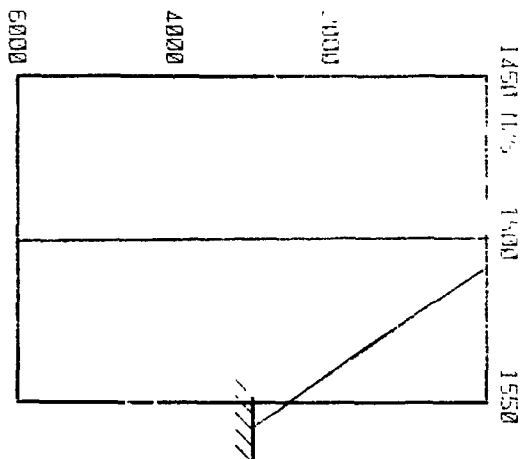
DB LOSS



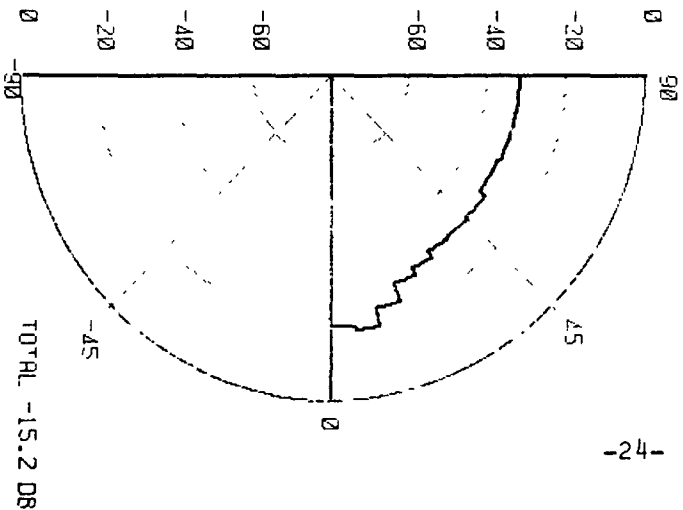
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

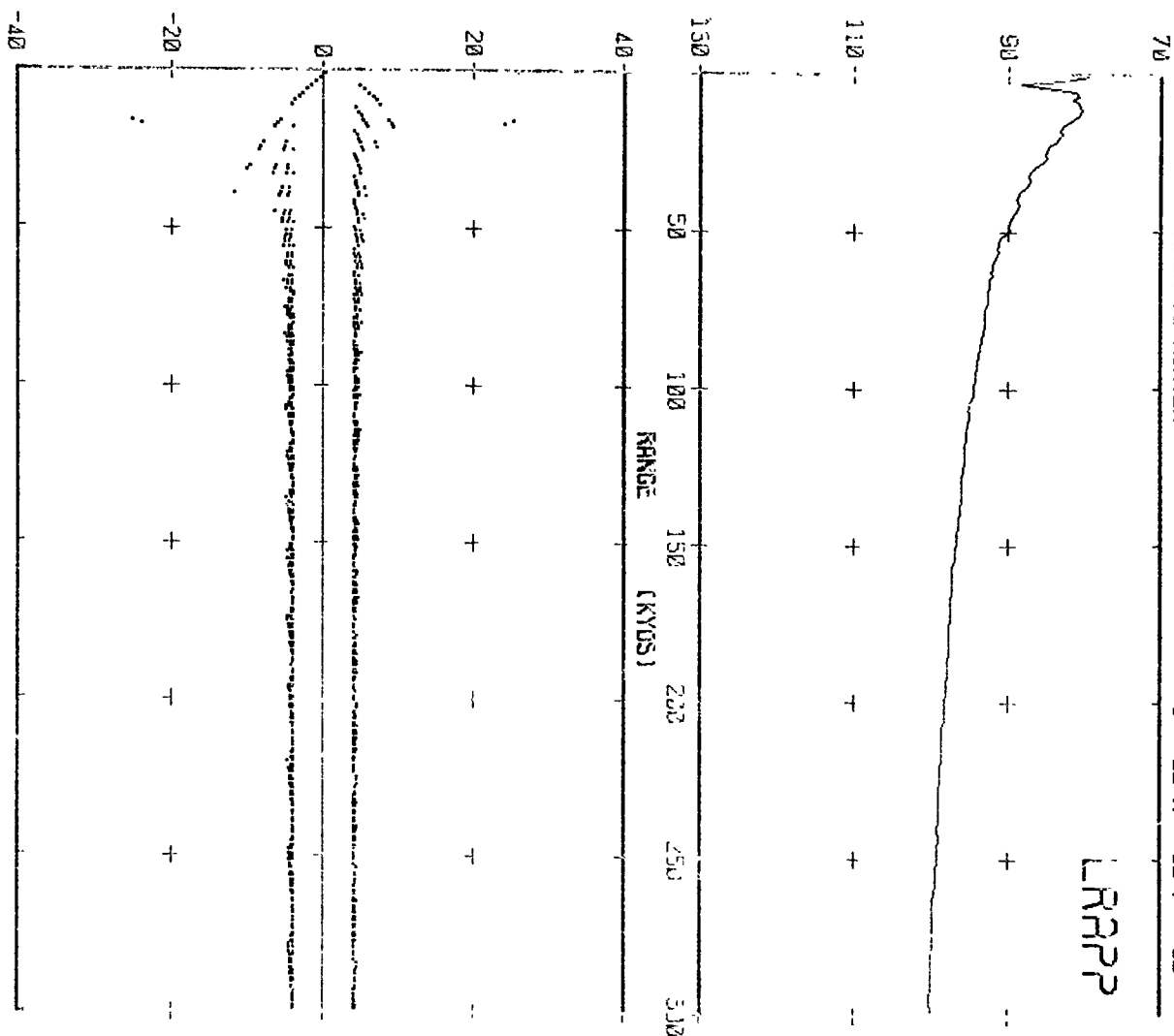


AREA 3B WINTER

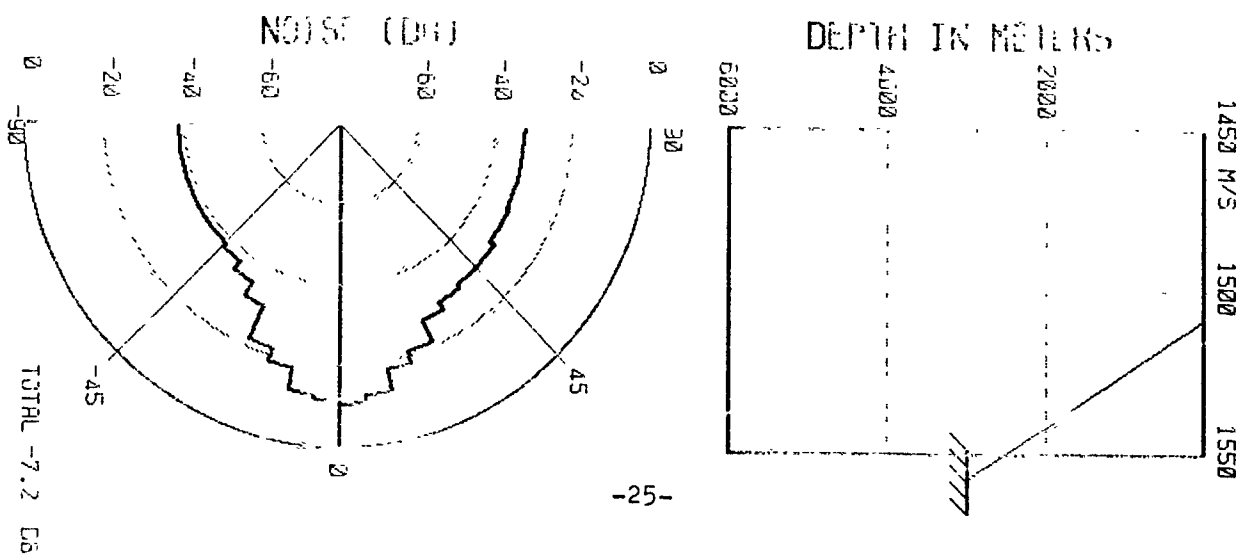
S 26 N 60 F 50

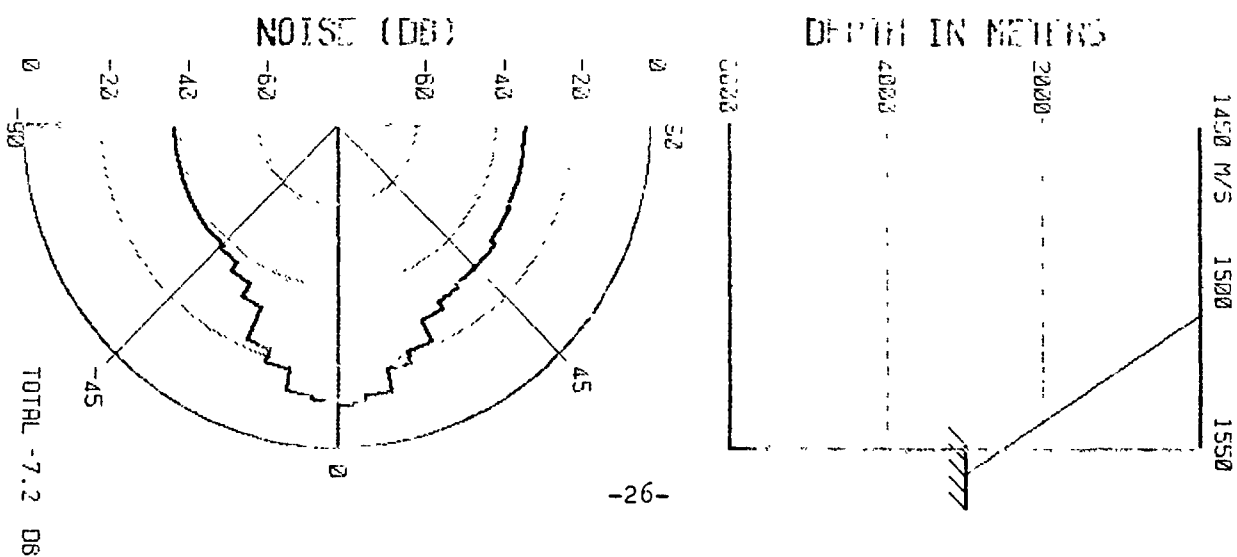
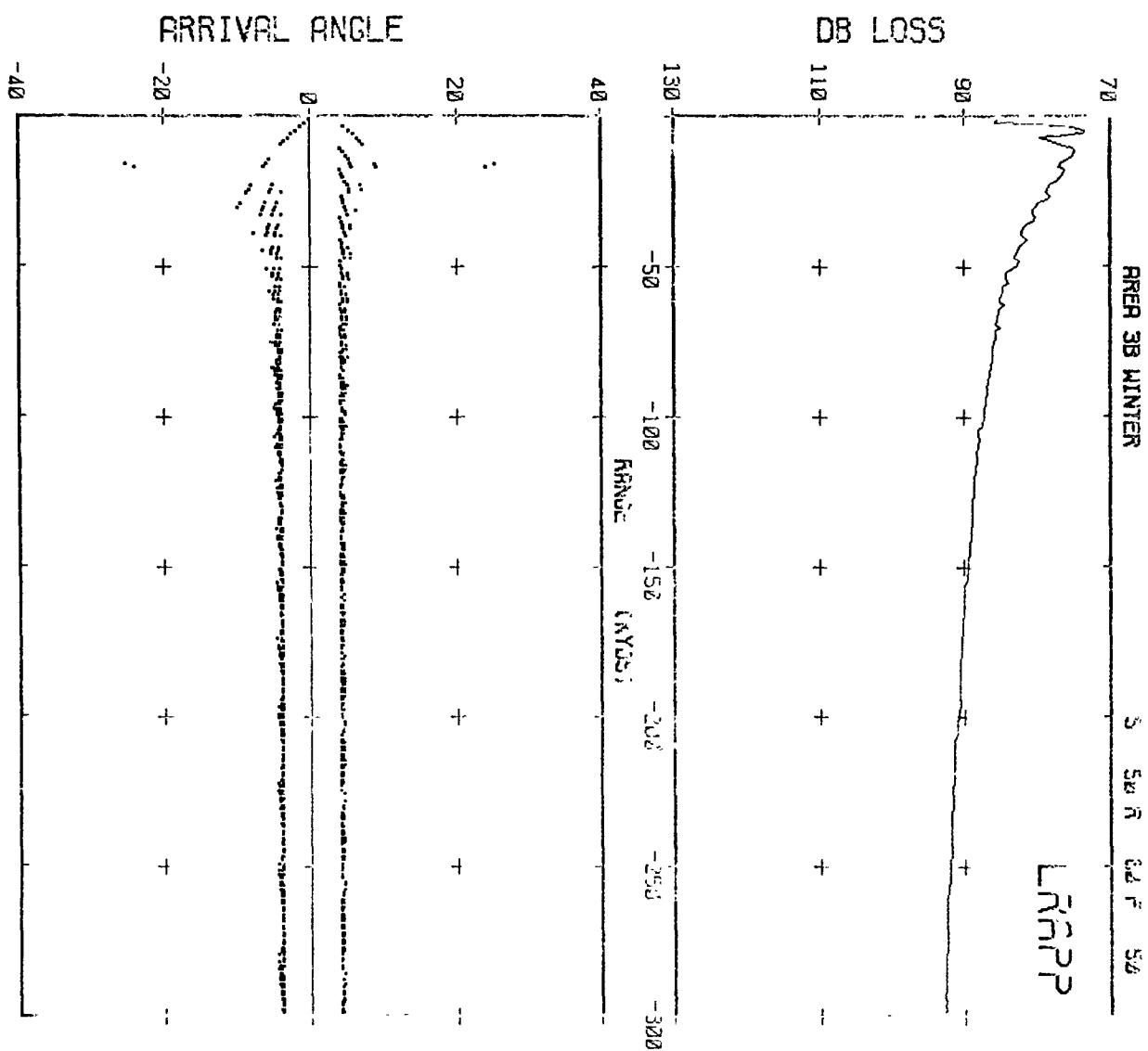
LRRPP

D5 1050



DEPTH IN METERS



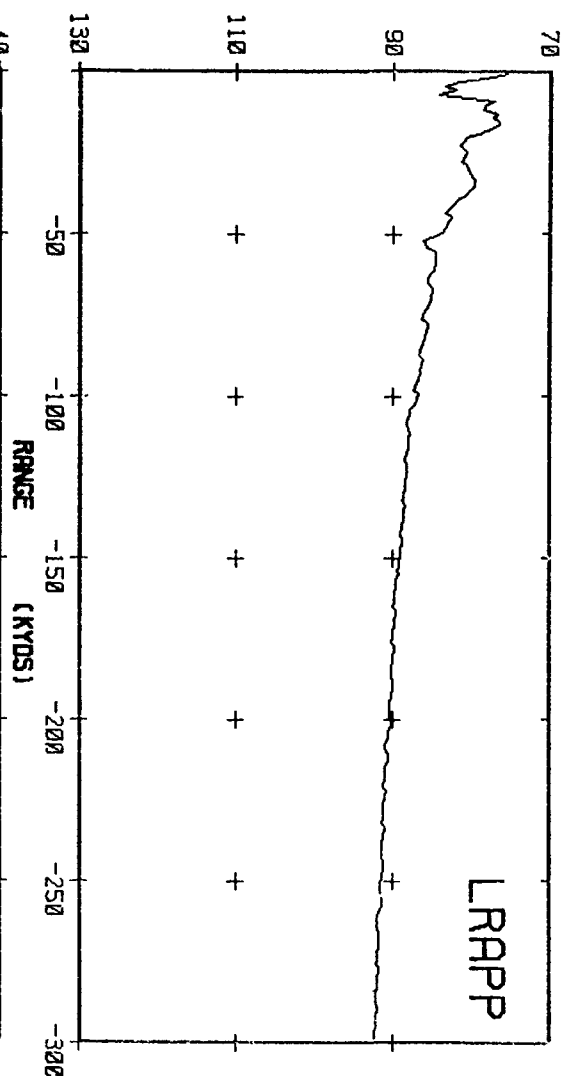


AREA 38 WINTER

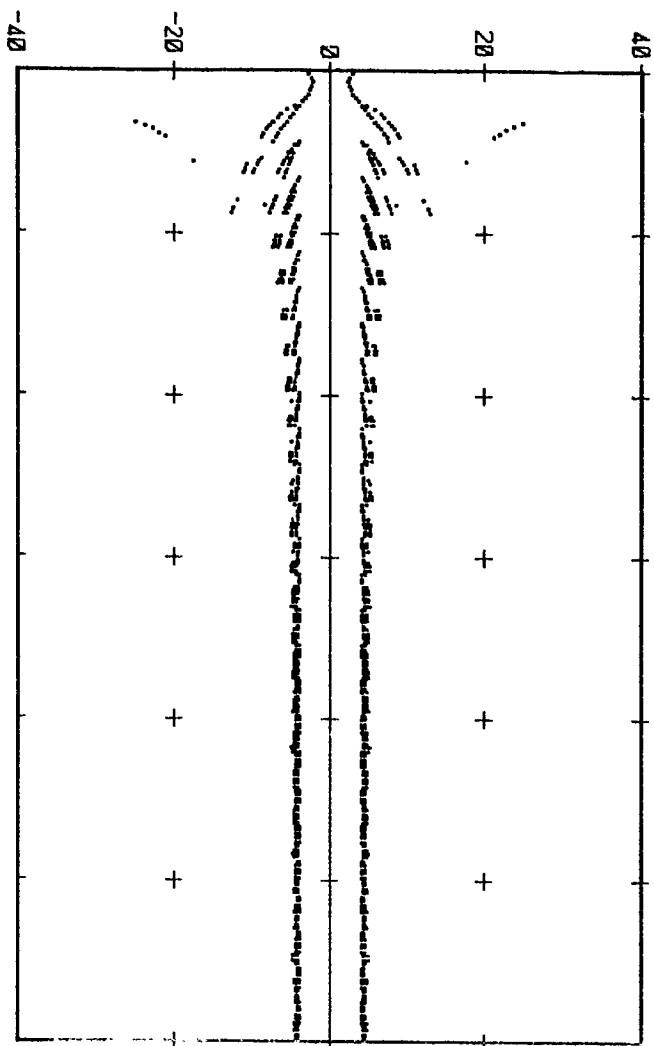
S 300 R 60 F 50

LRAPP

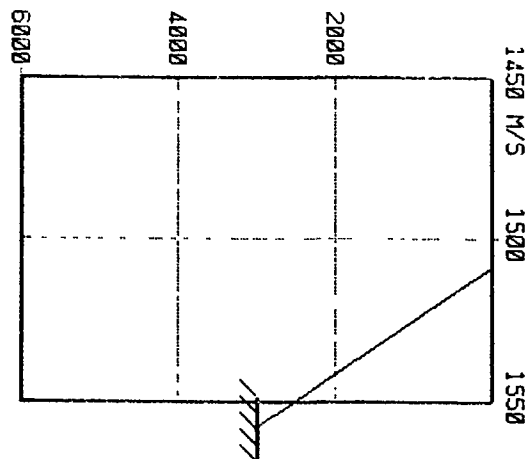
DB LOSS



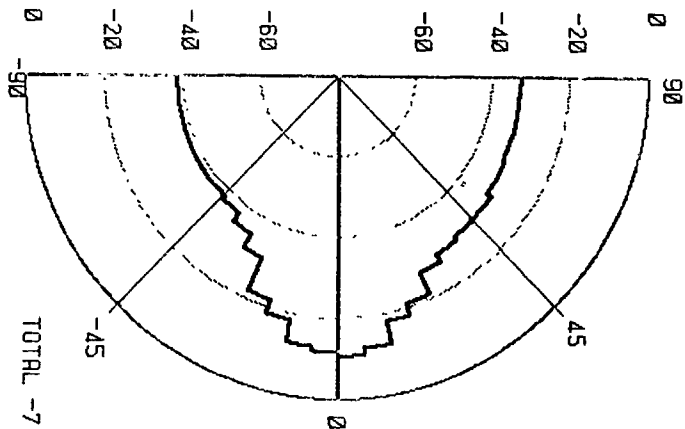
ARRIVAL ANGLE



DEPTH IN METERS

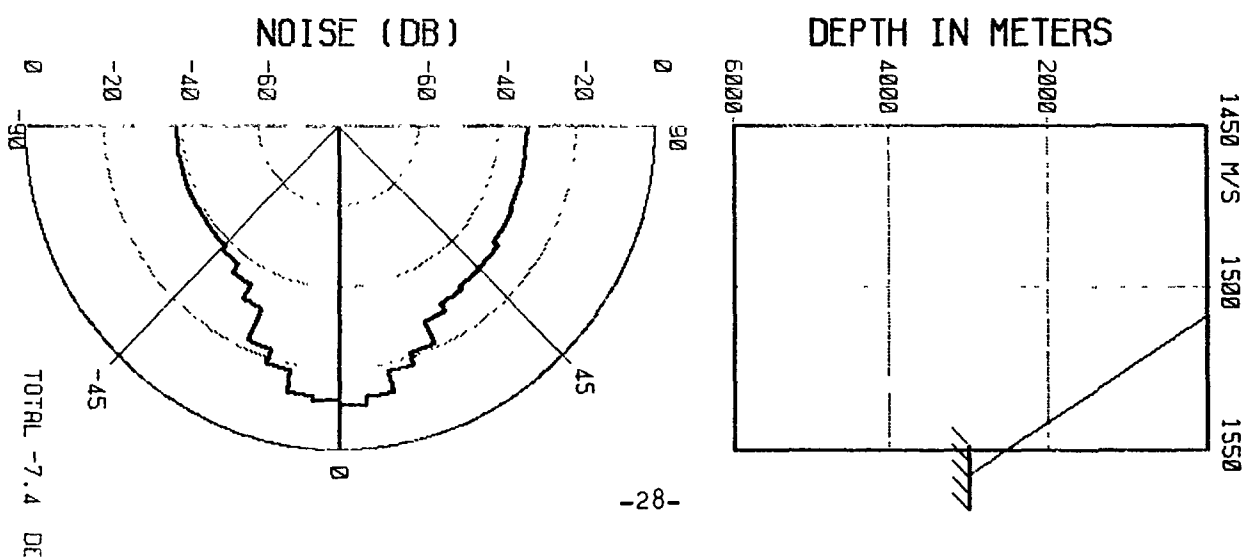
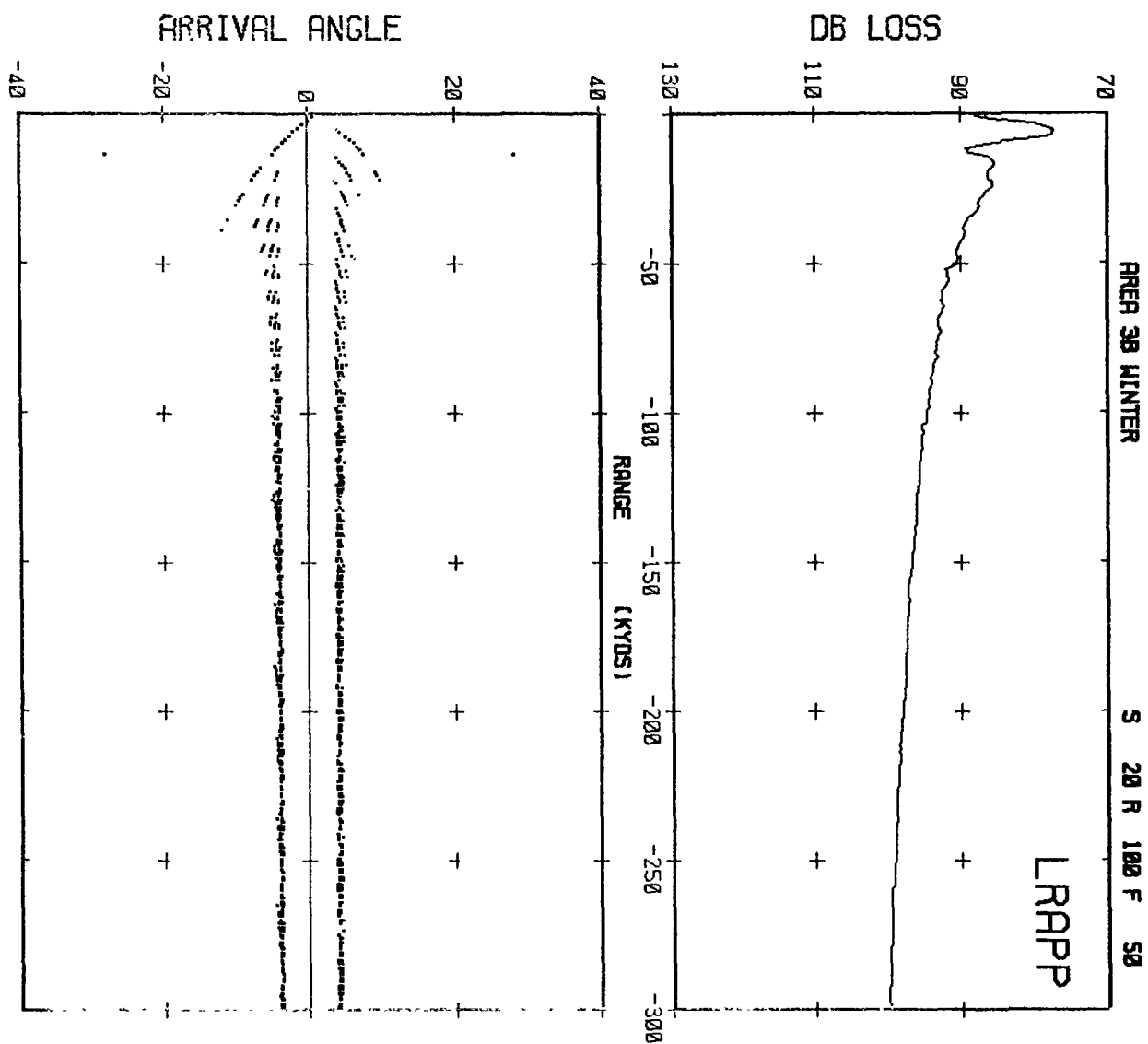


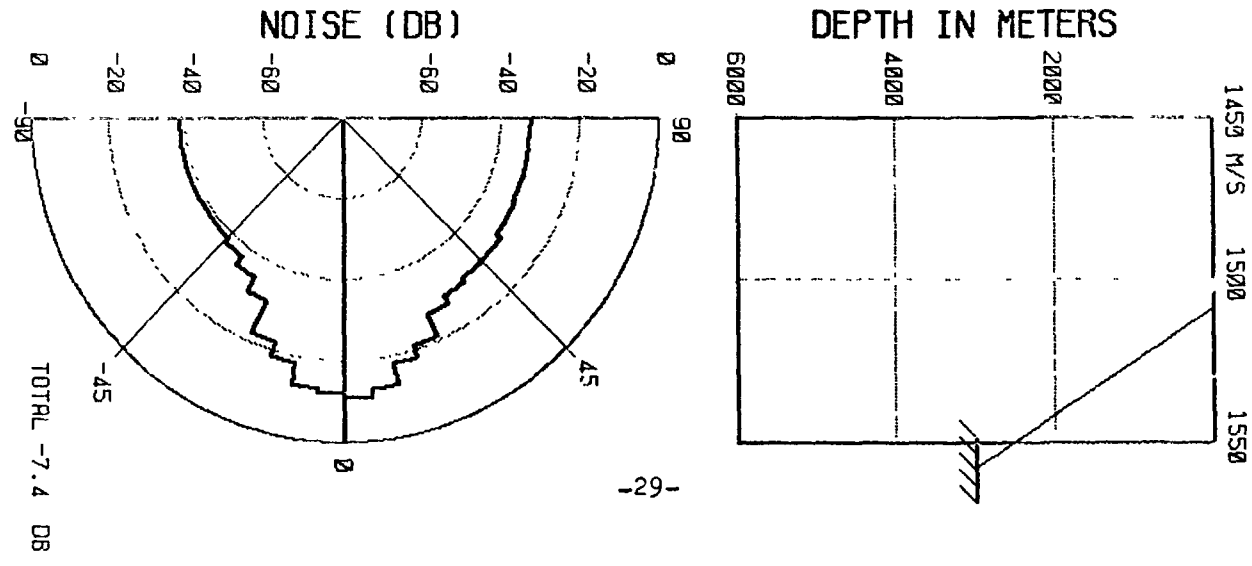
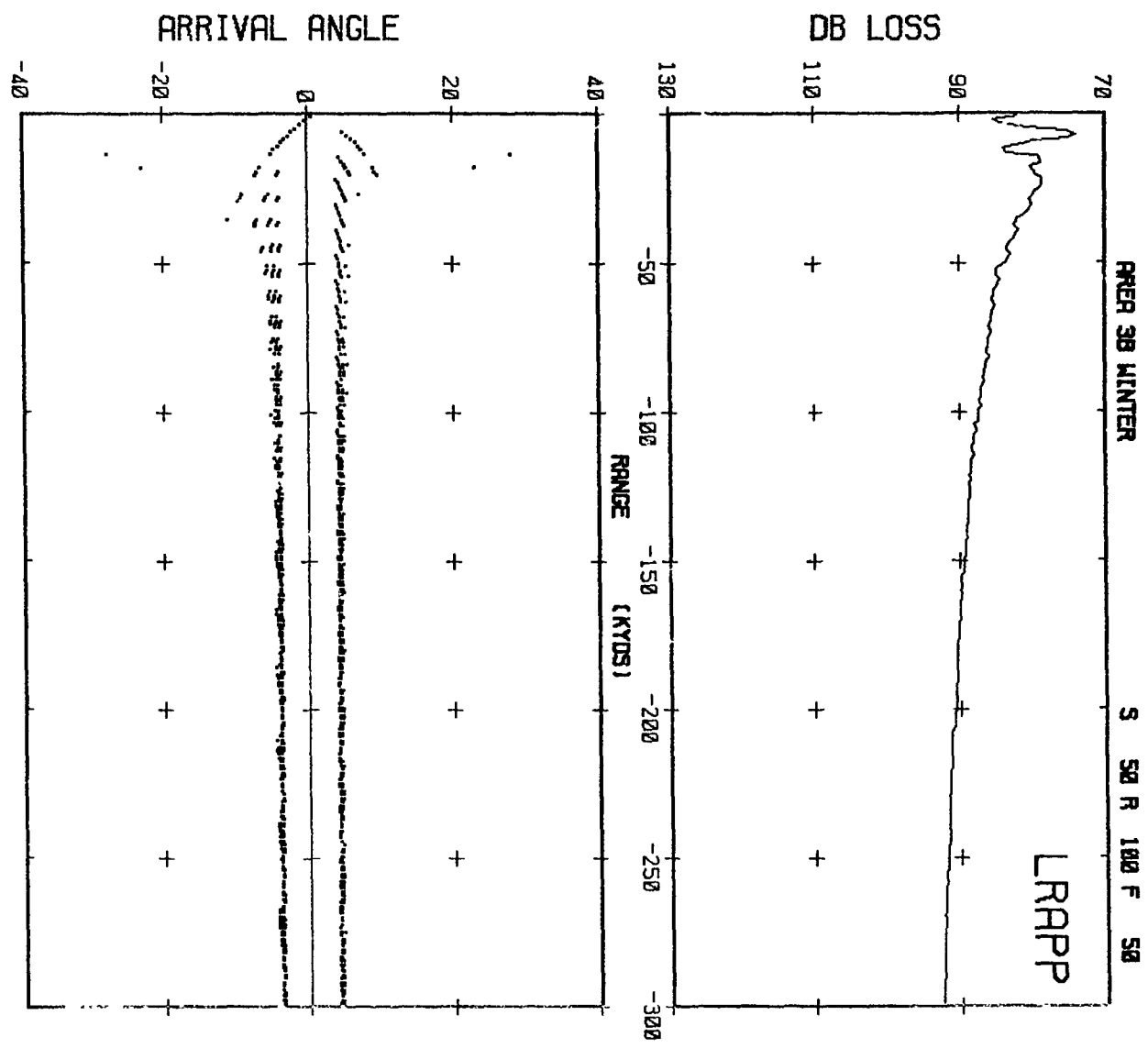
NOISE (DB)

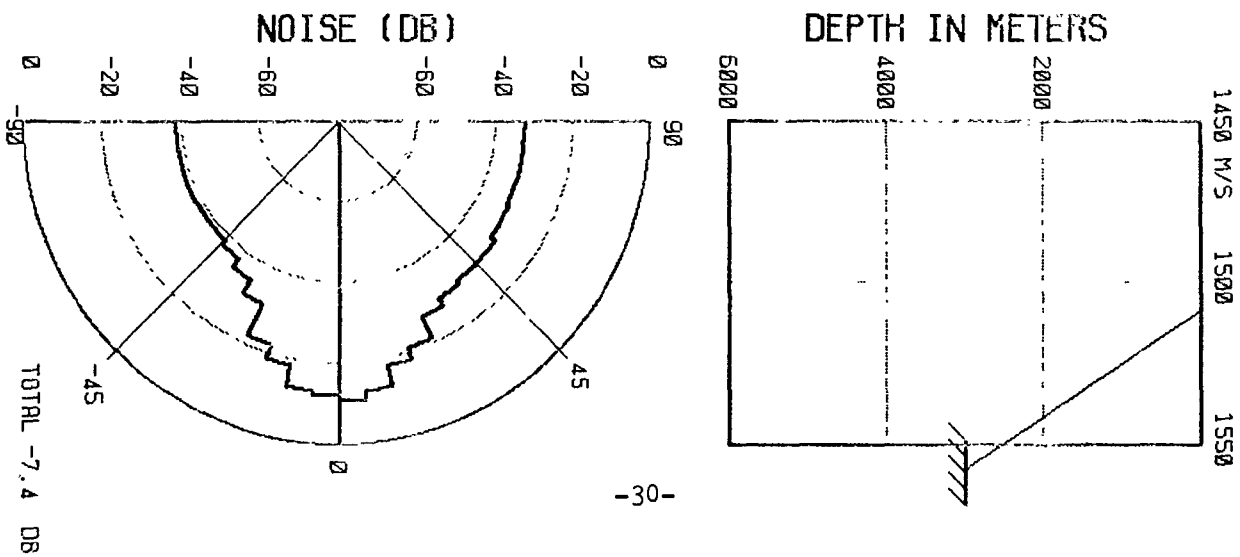
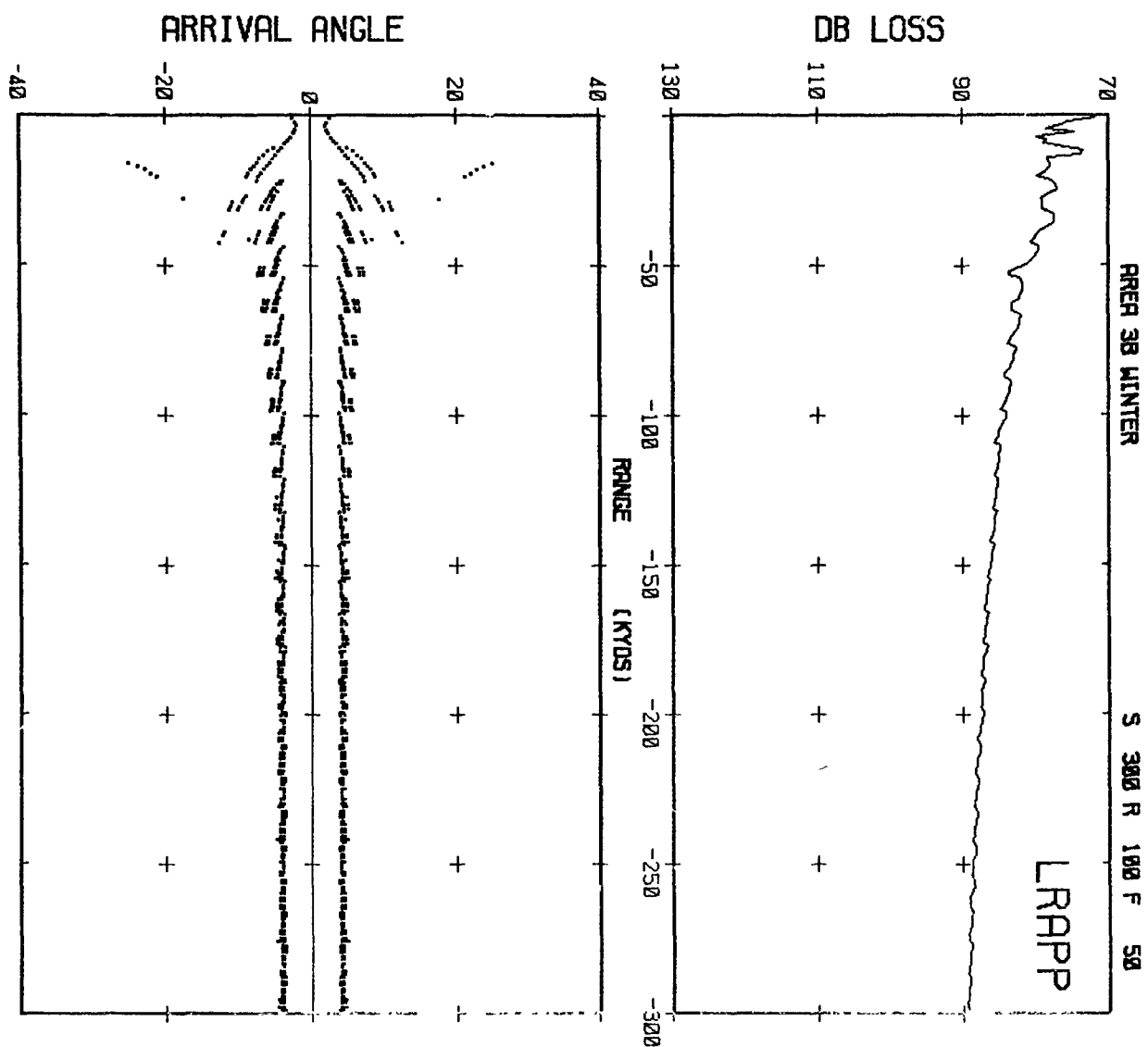


TOTAL -7.2 DB





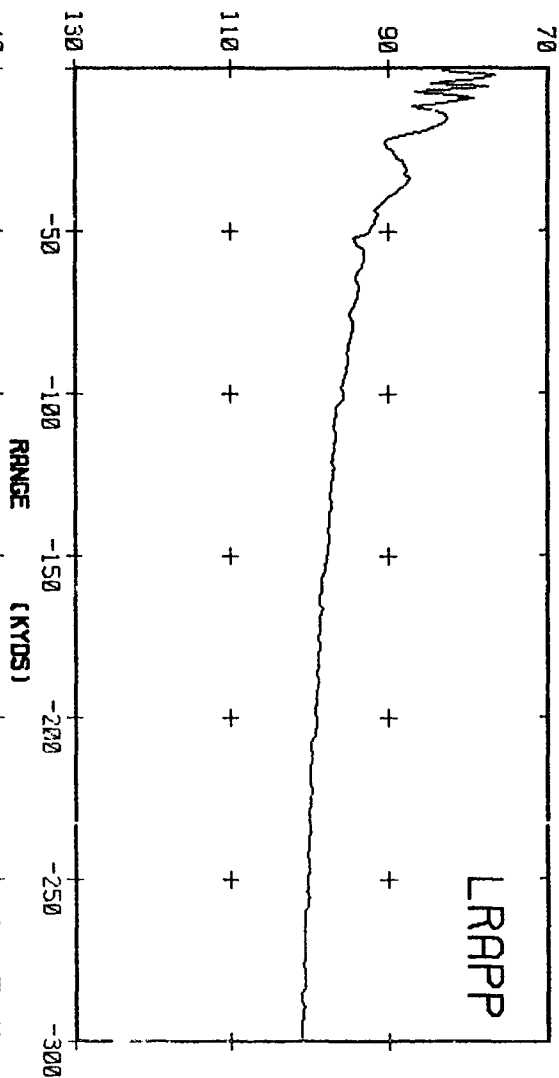




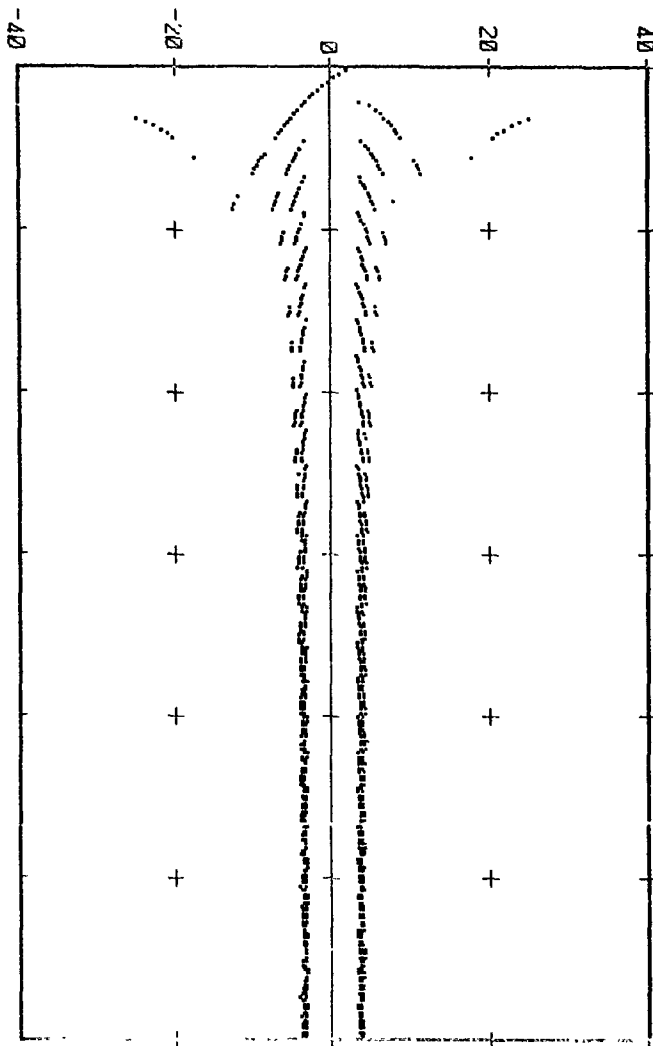
AREA 3B WINTER

S 20 ft 300 F 50

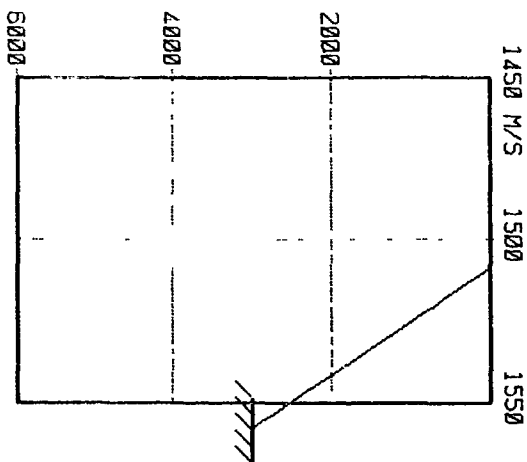
DB LOSS



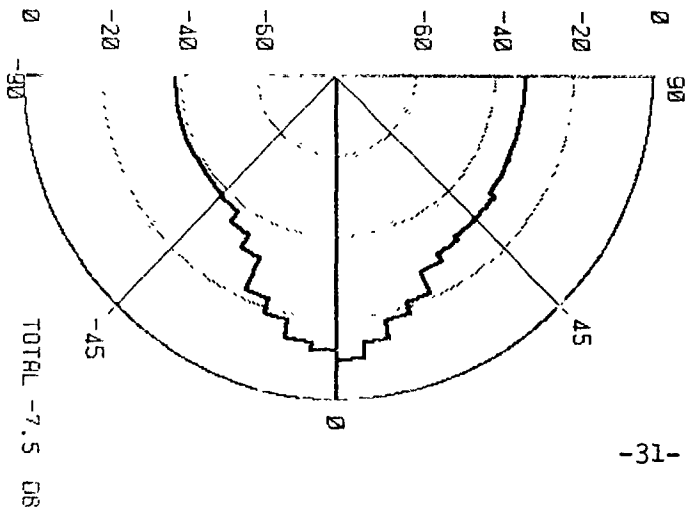
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

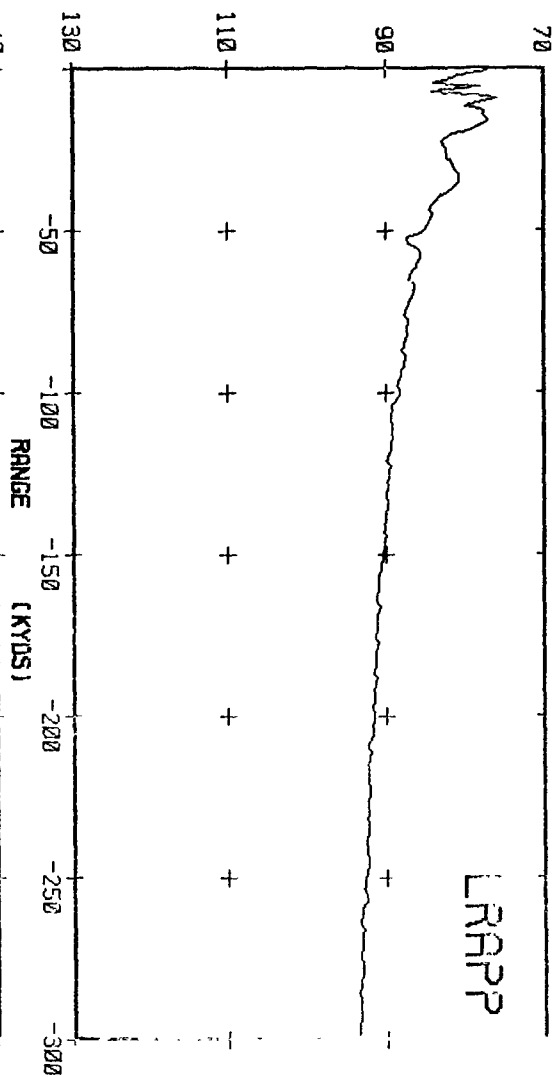


ARER 38 WINTER

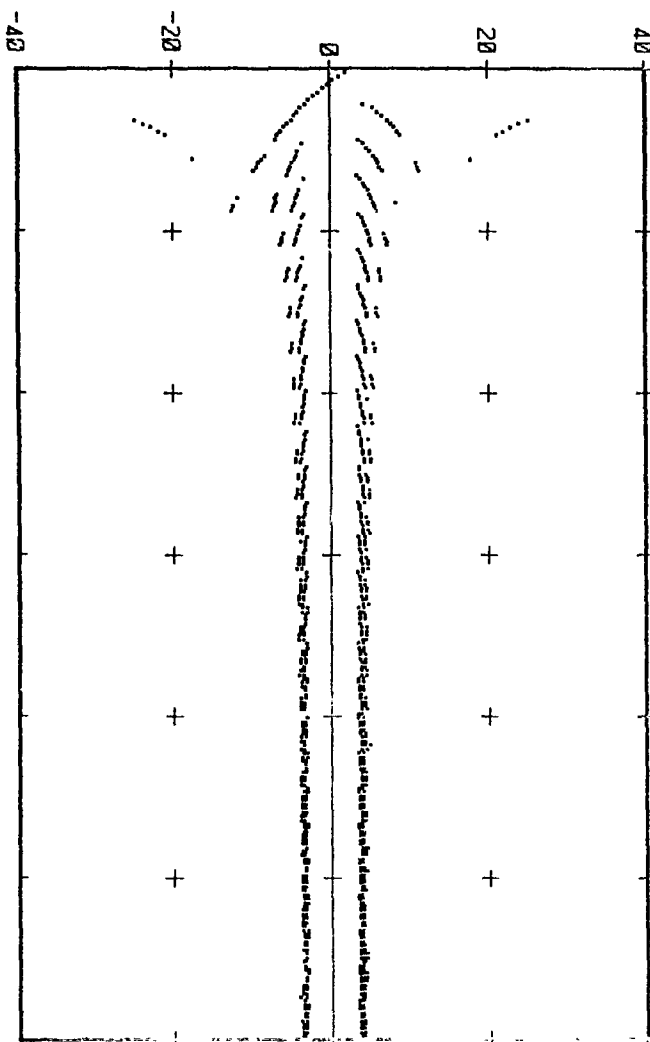
S 50 R 300 F 54

LRAPP

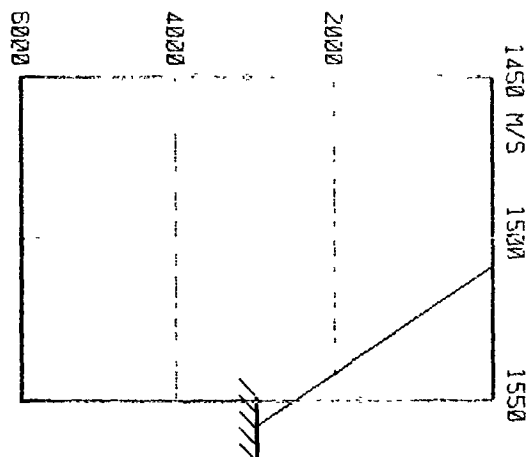
DB LOSS



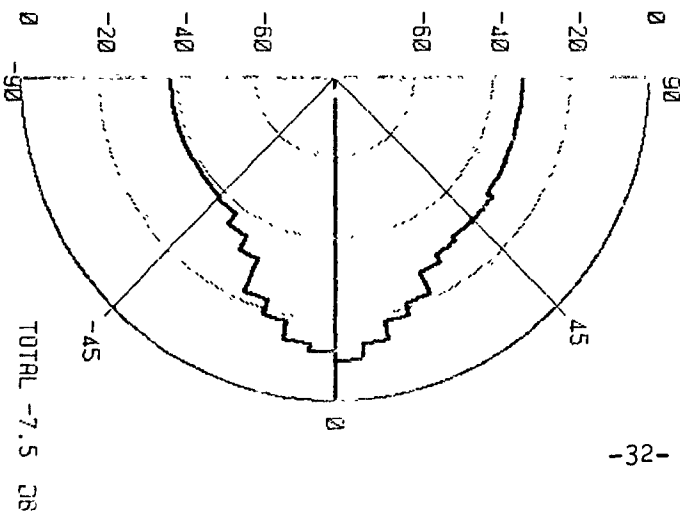
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

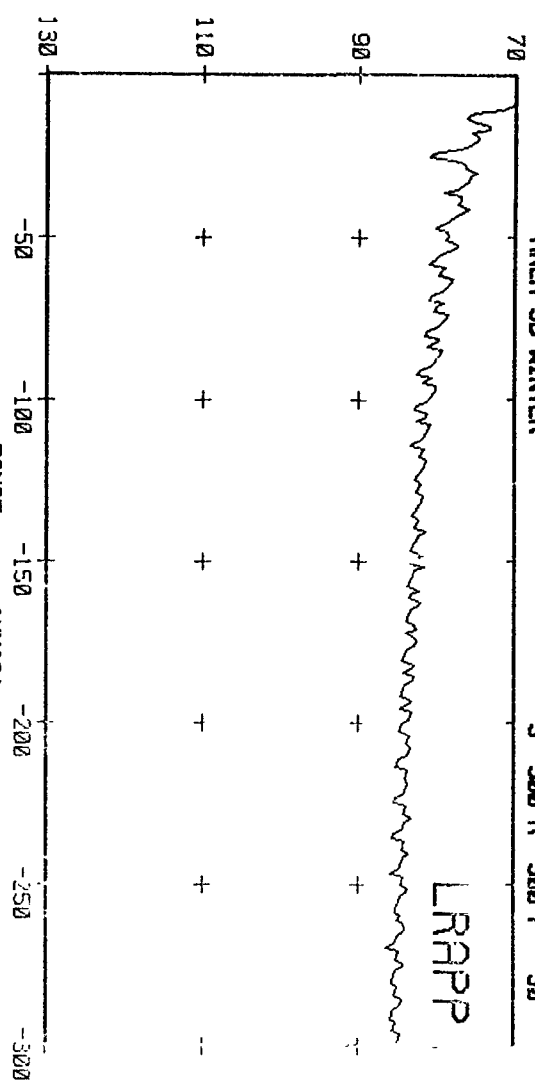


AREA 3B WINTER

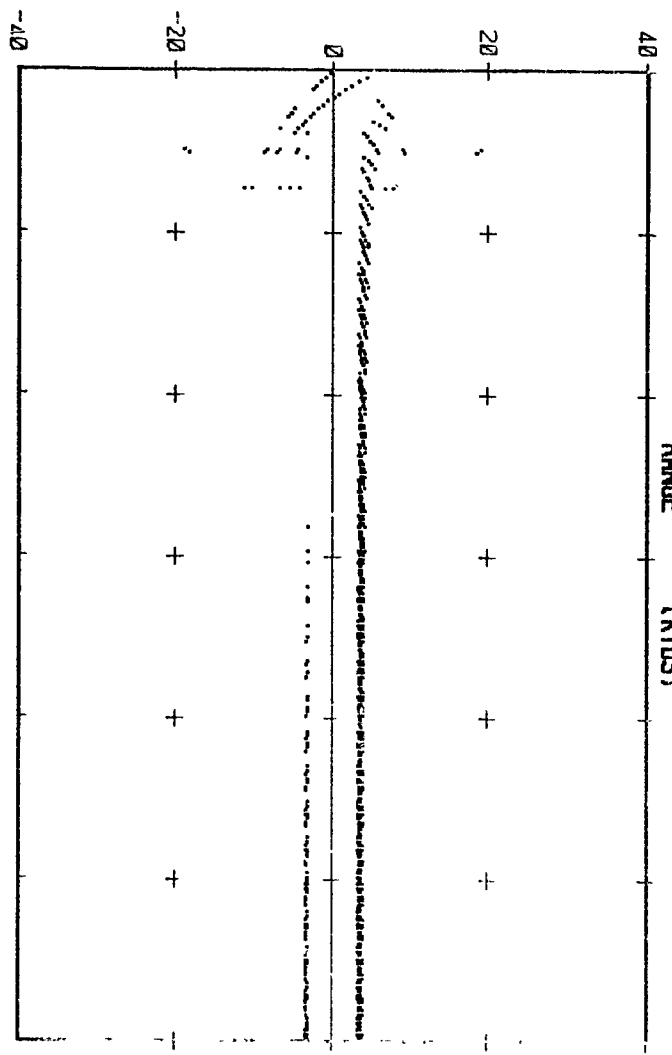
S 300 R 300 F 50

LRAPP

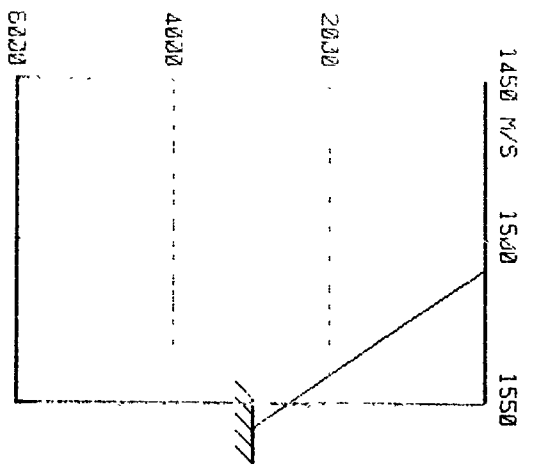
DB LOSS



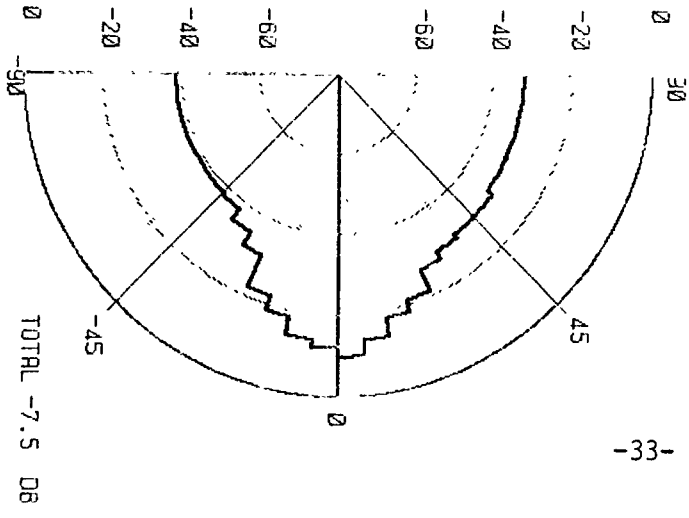
ARRIVAL ANGLE



DEPTH IN METERS



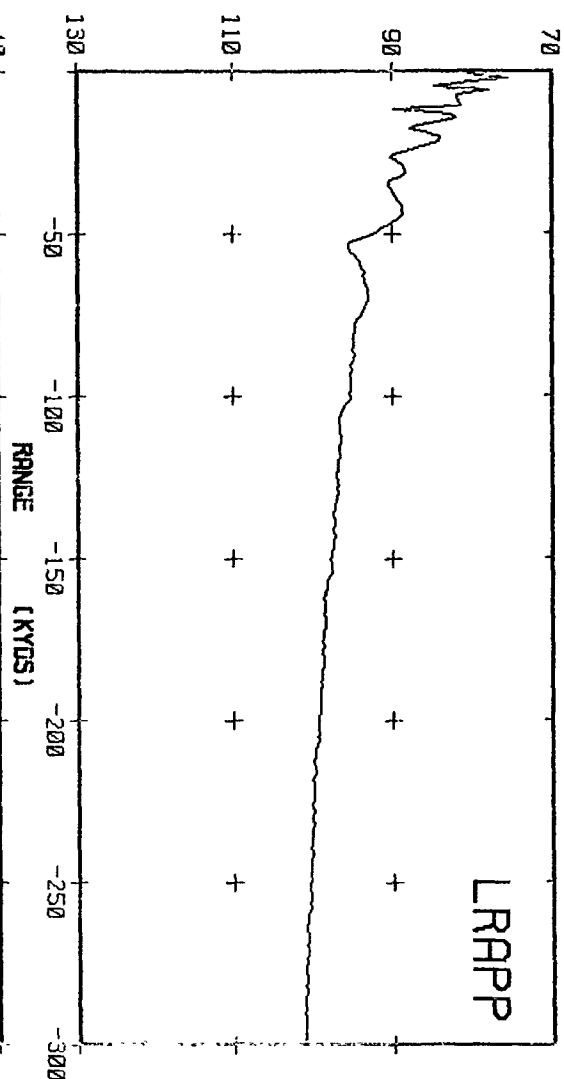
NOISE (DB)



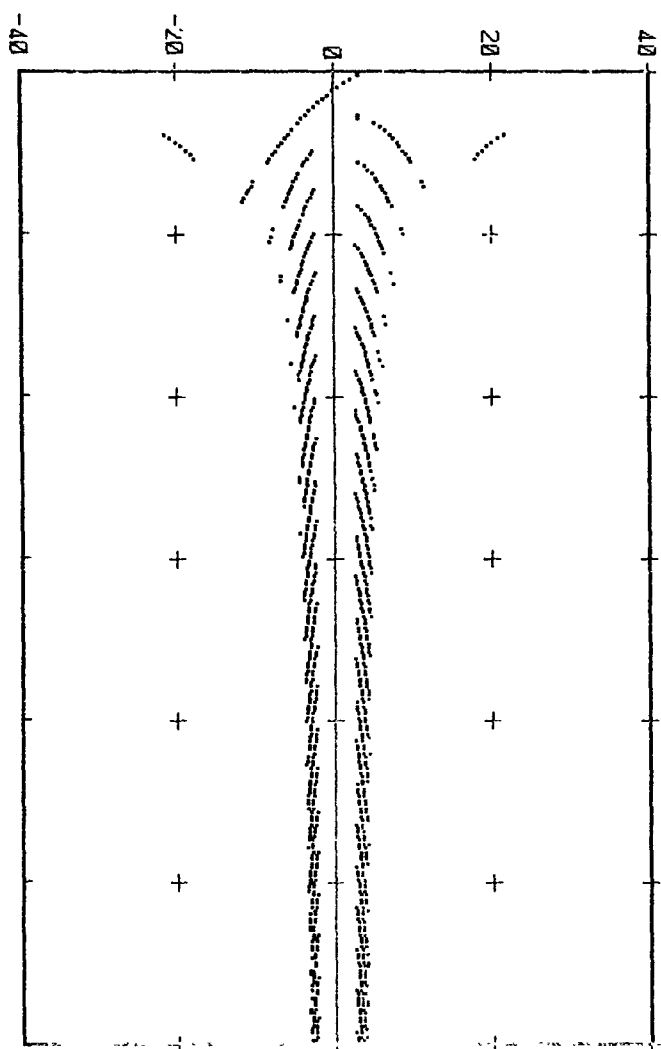
AREA 3B WINTER

S 20 R 500 F 50

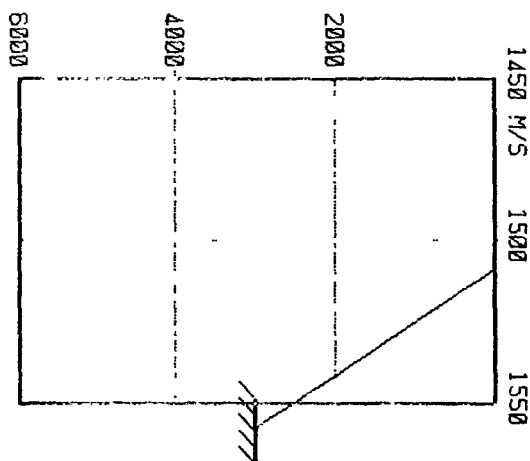
DB LOSS



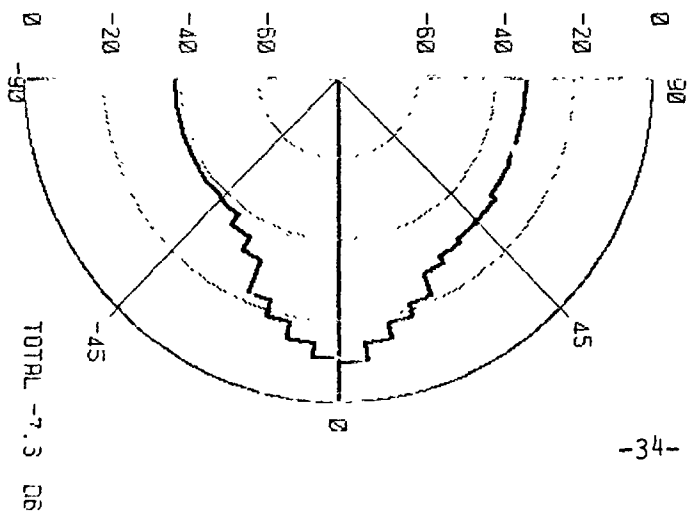
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

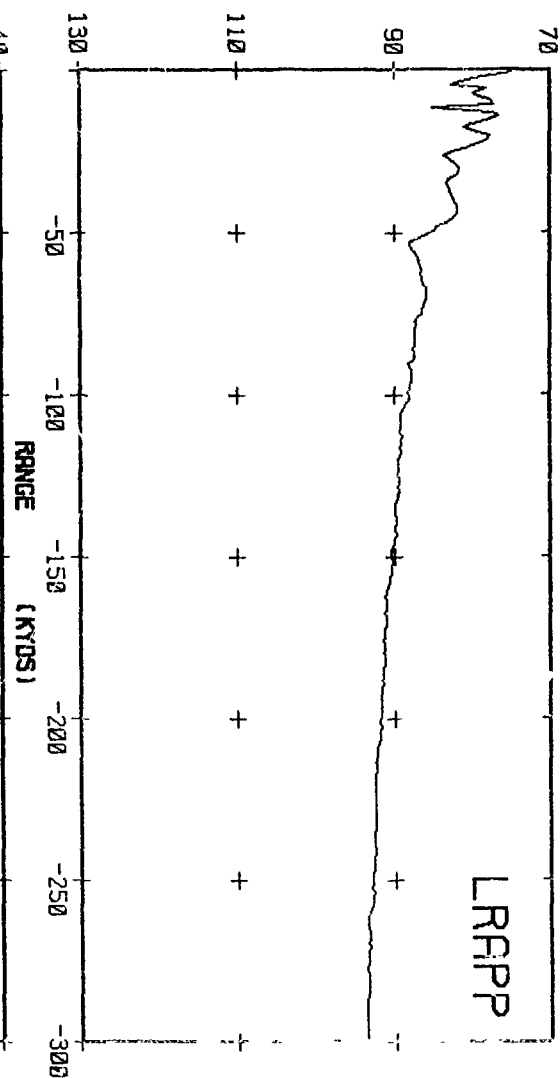


AREA 3B WINTER

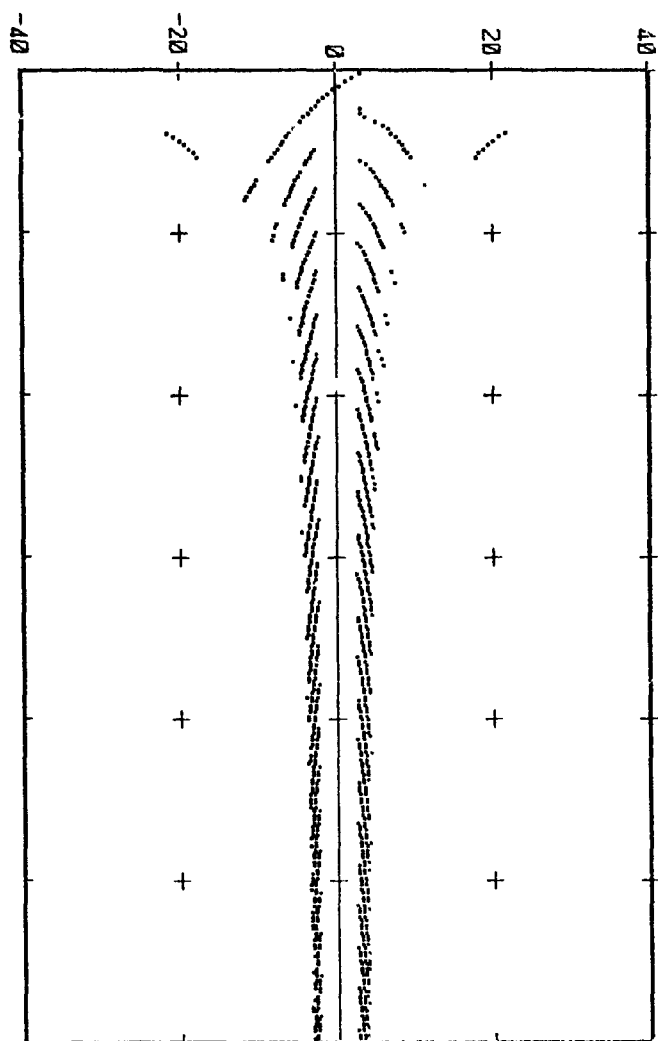
S 50 R 500 F 50

LRAPP

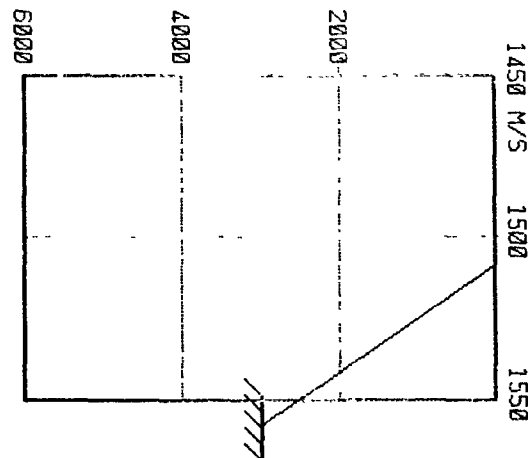
DB LOSS



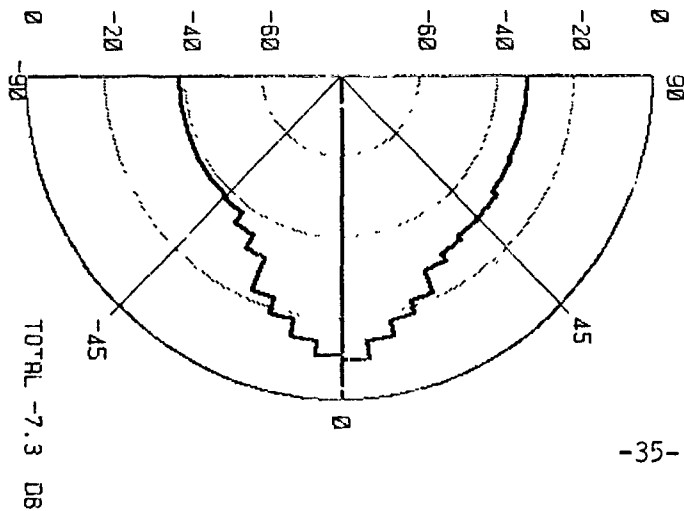
ARRIVAL ANGLE



DEPTH IN METERS

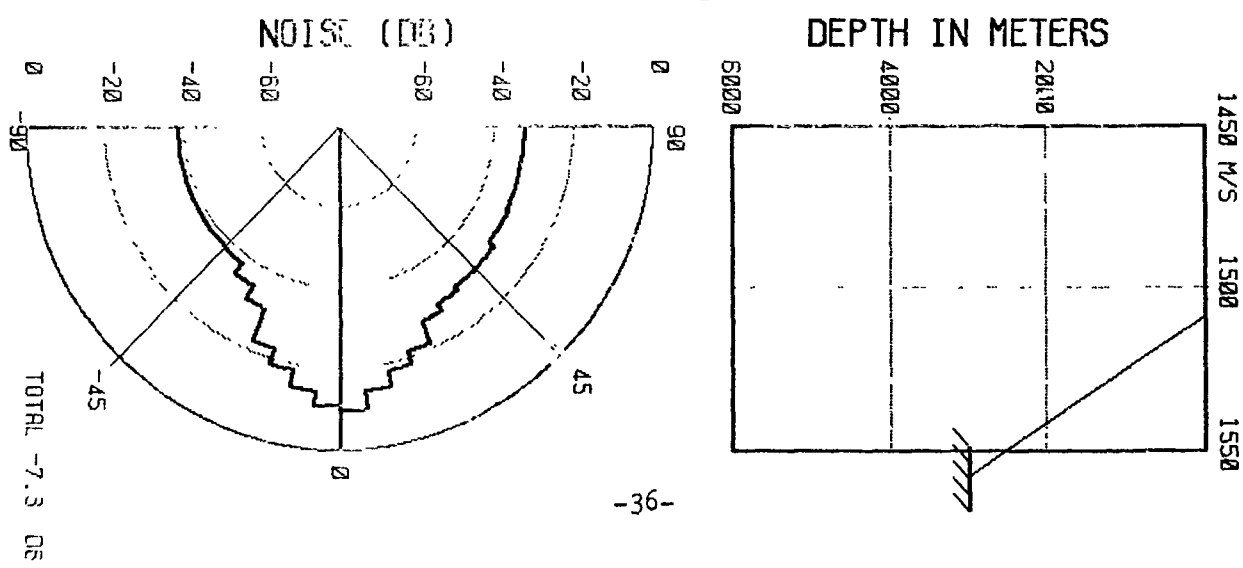
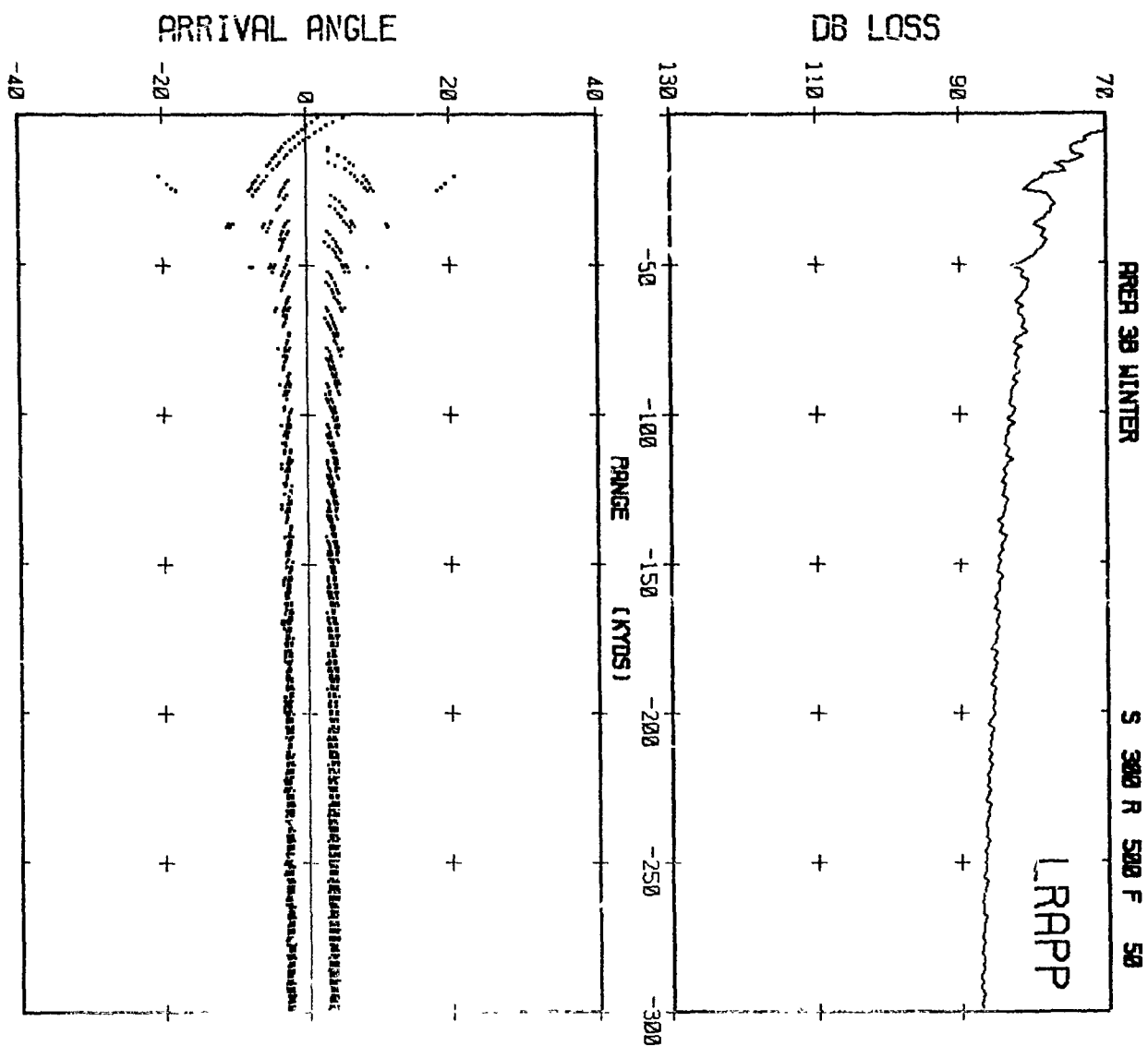


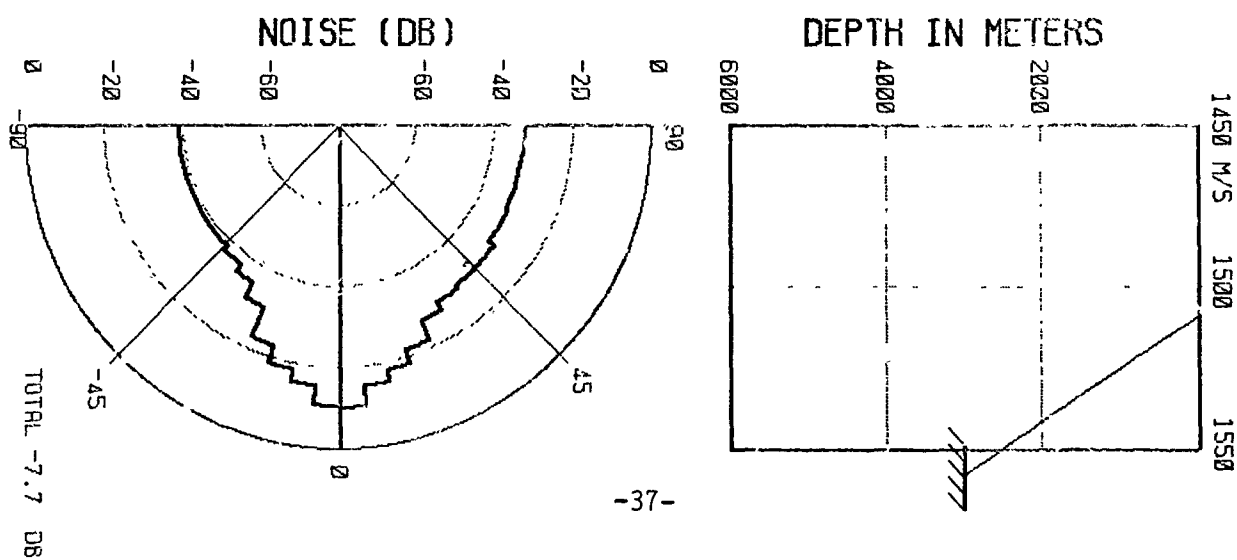
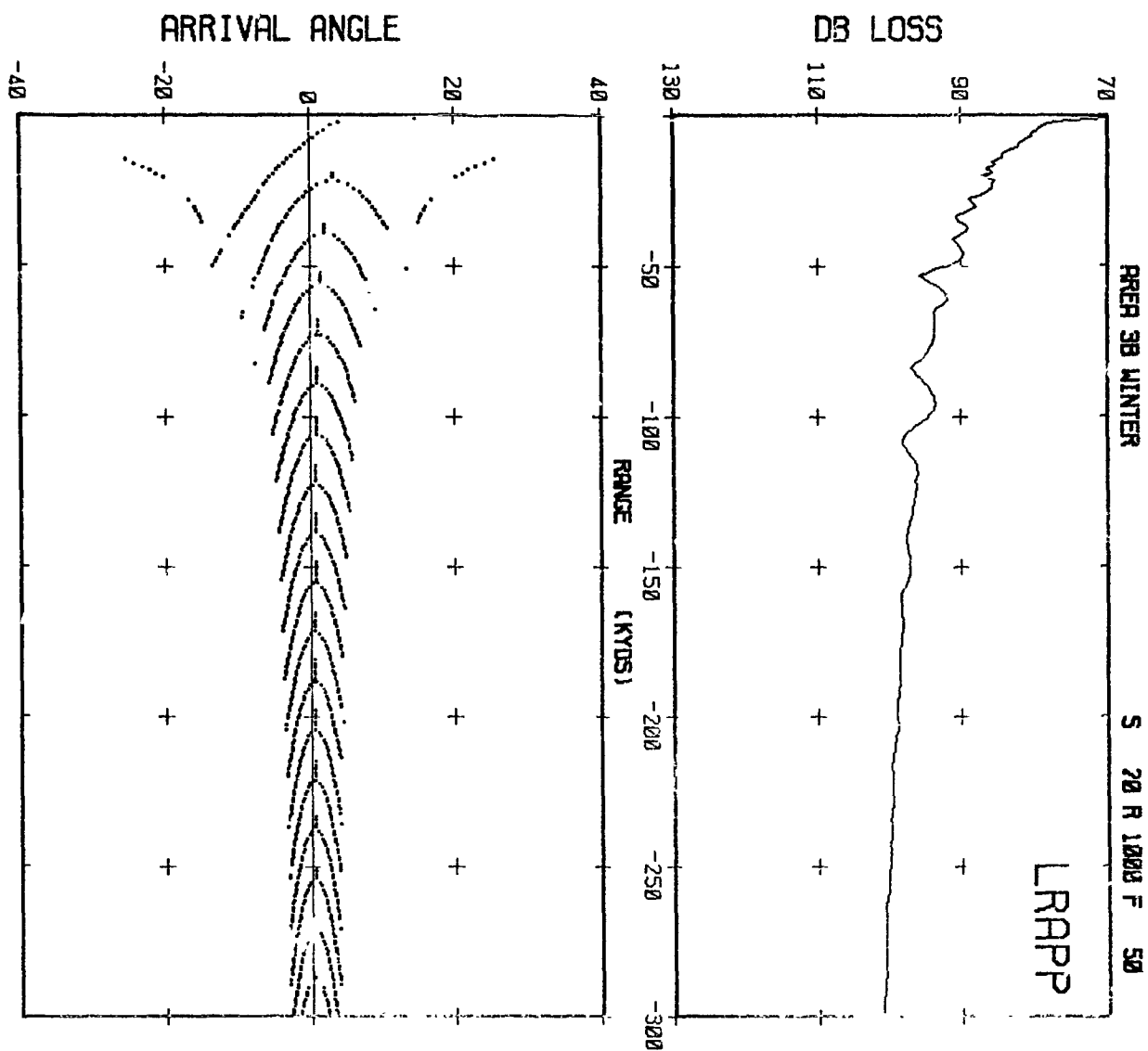
NOISE (DB)

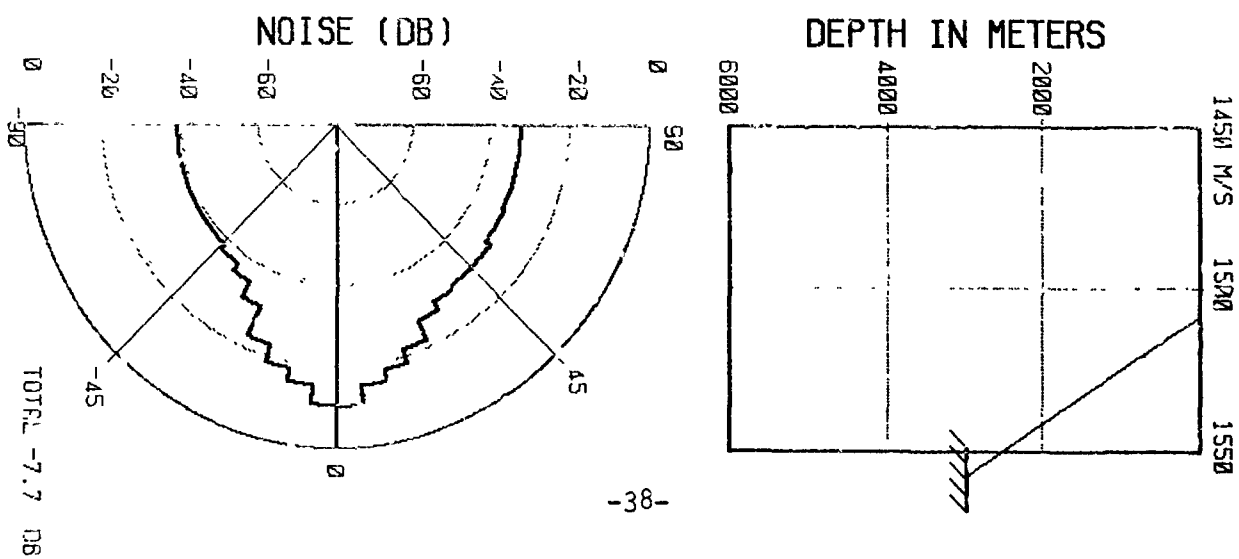
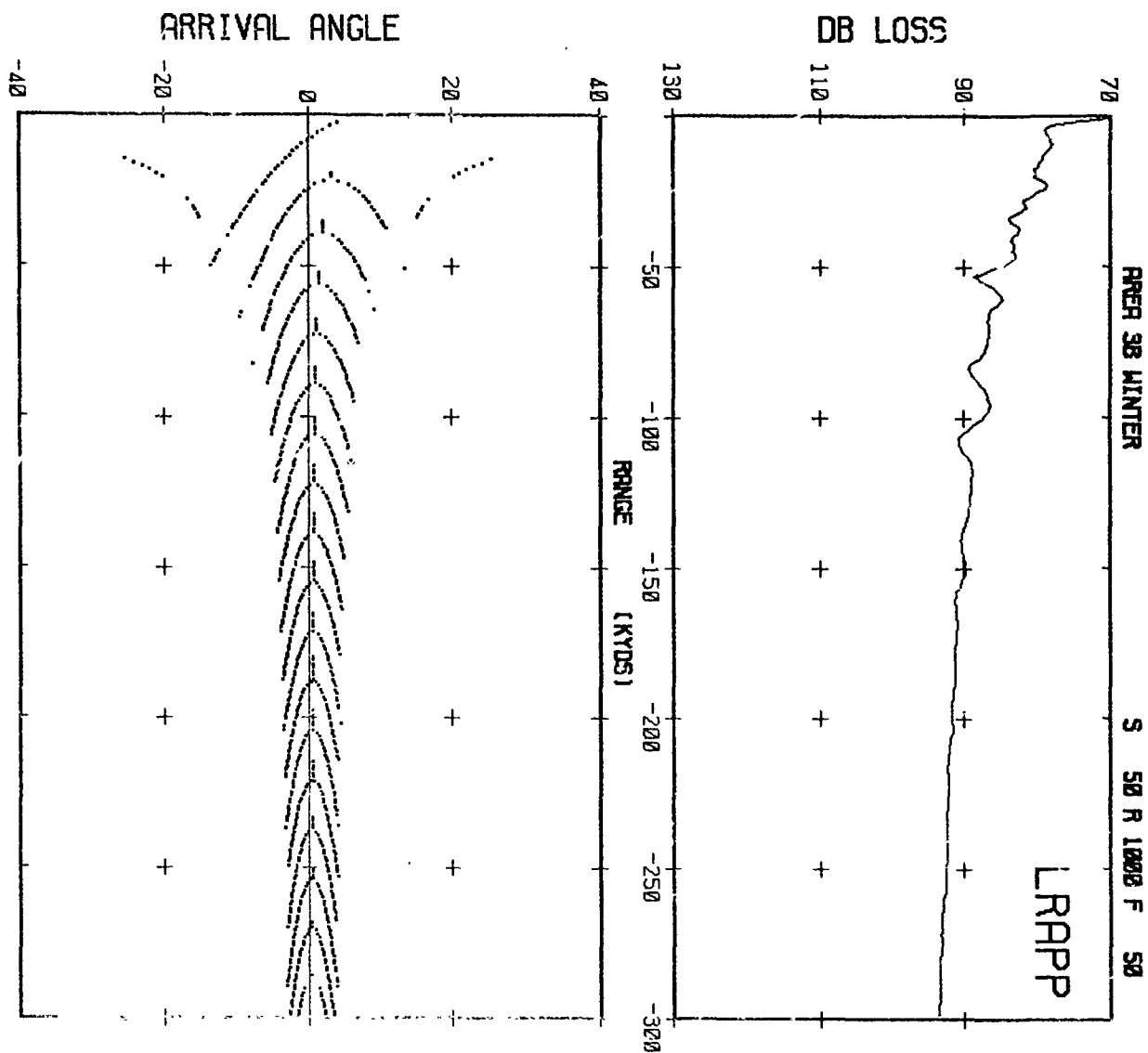


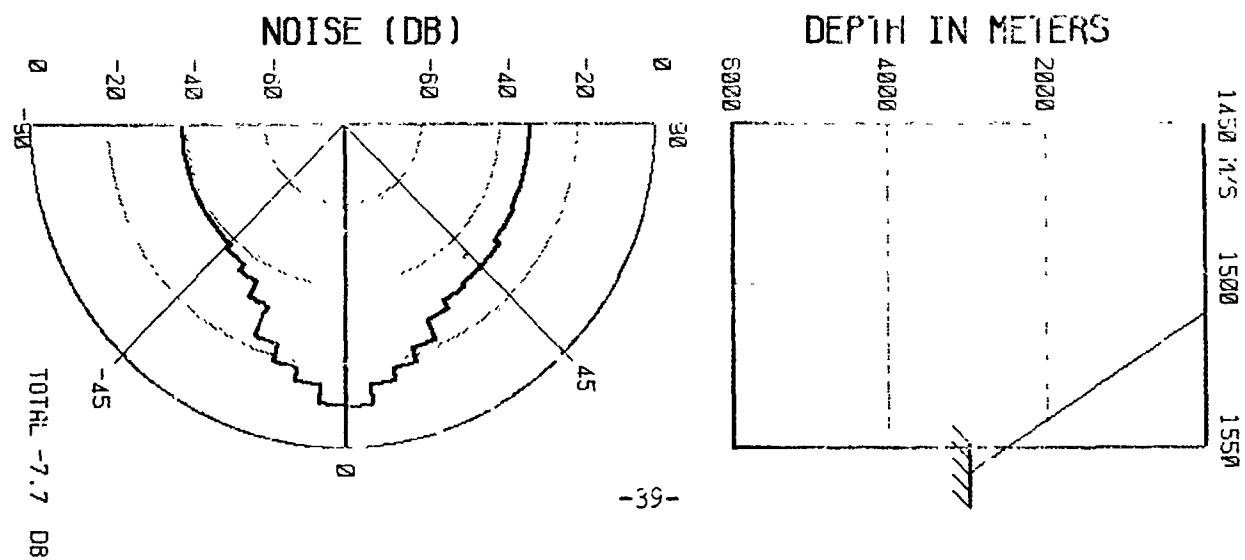
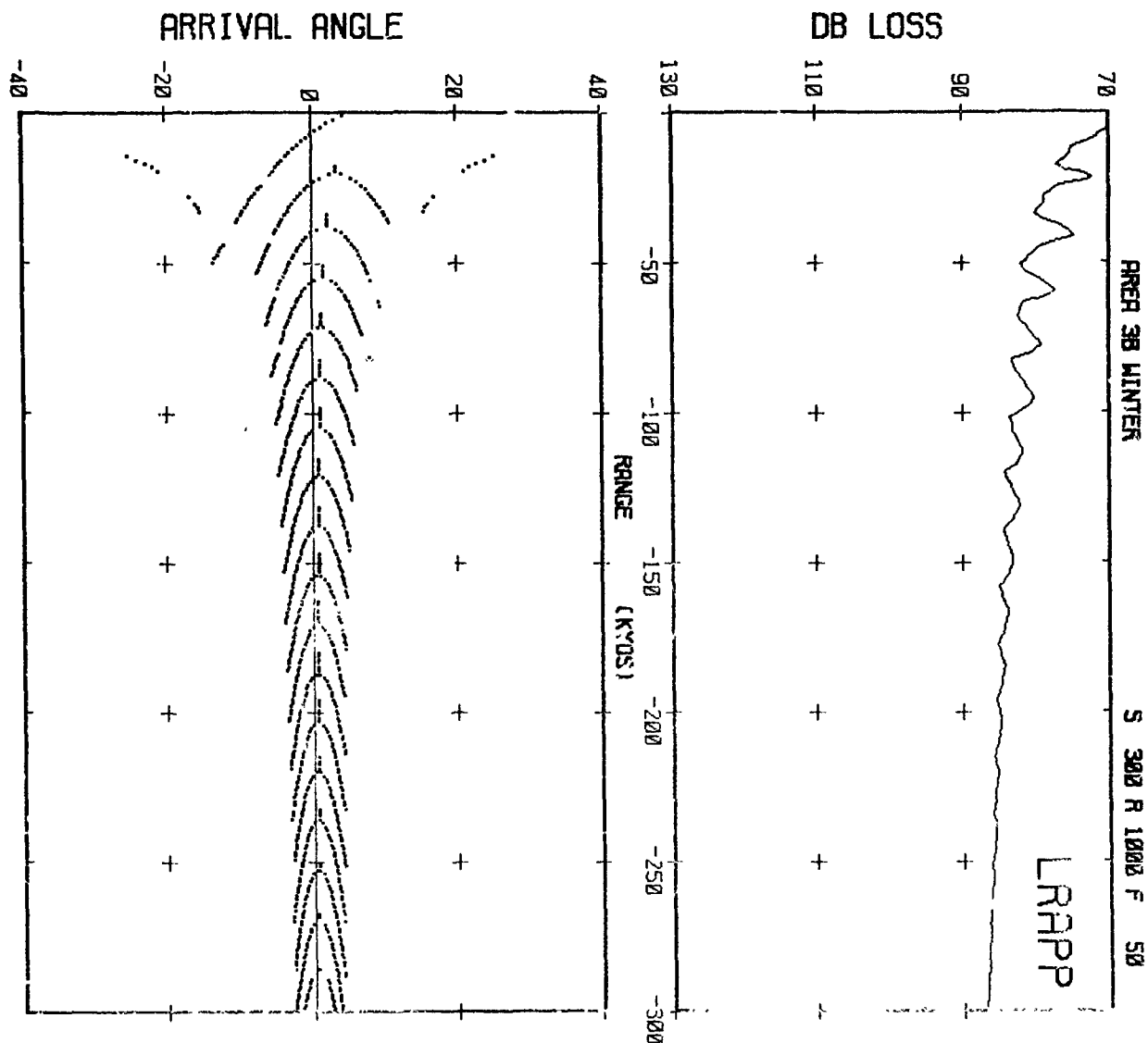
-35-

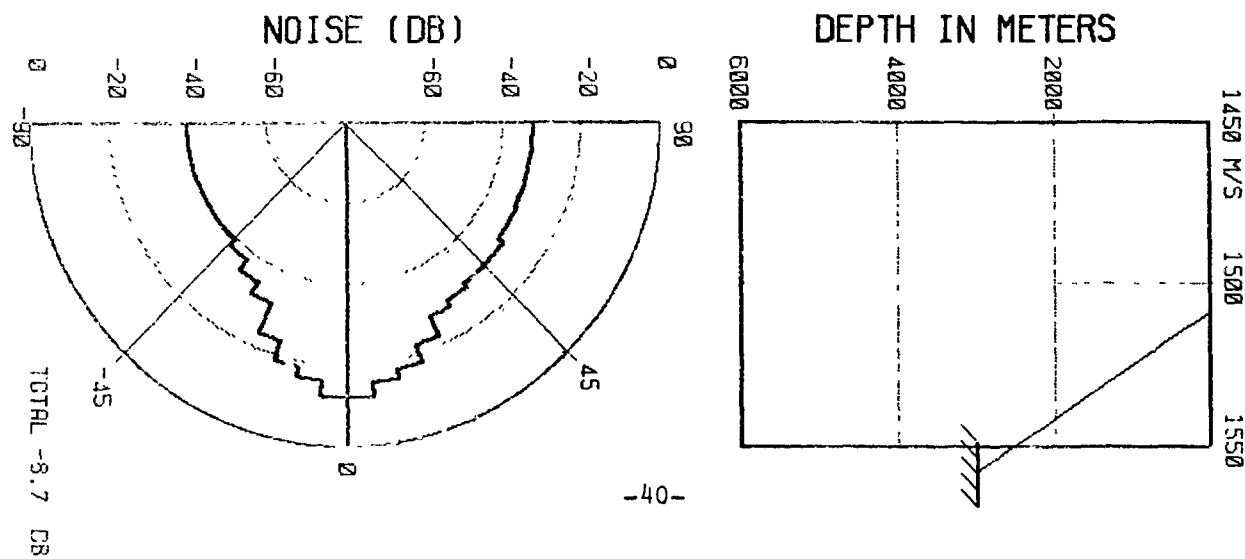
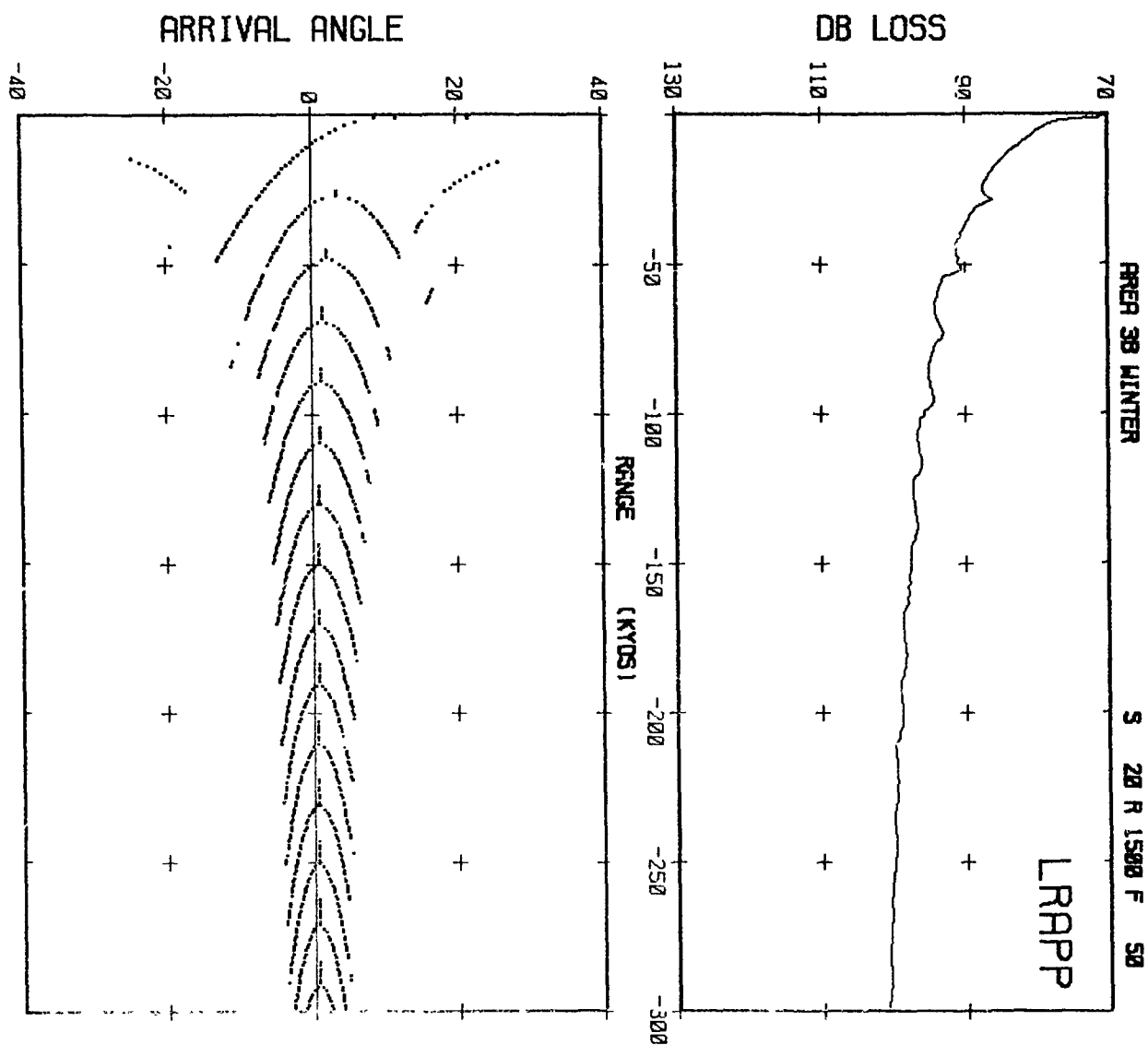


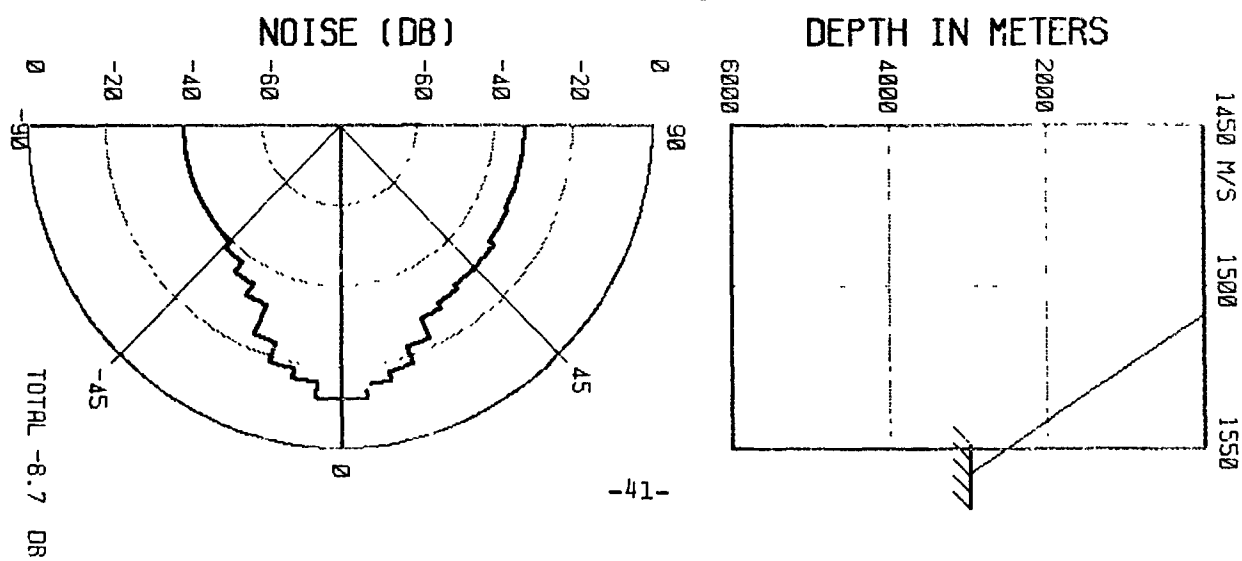
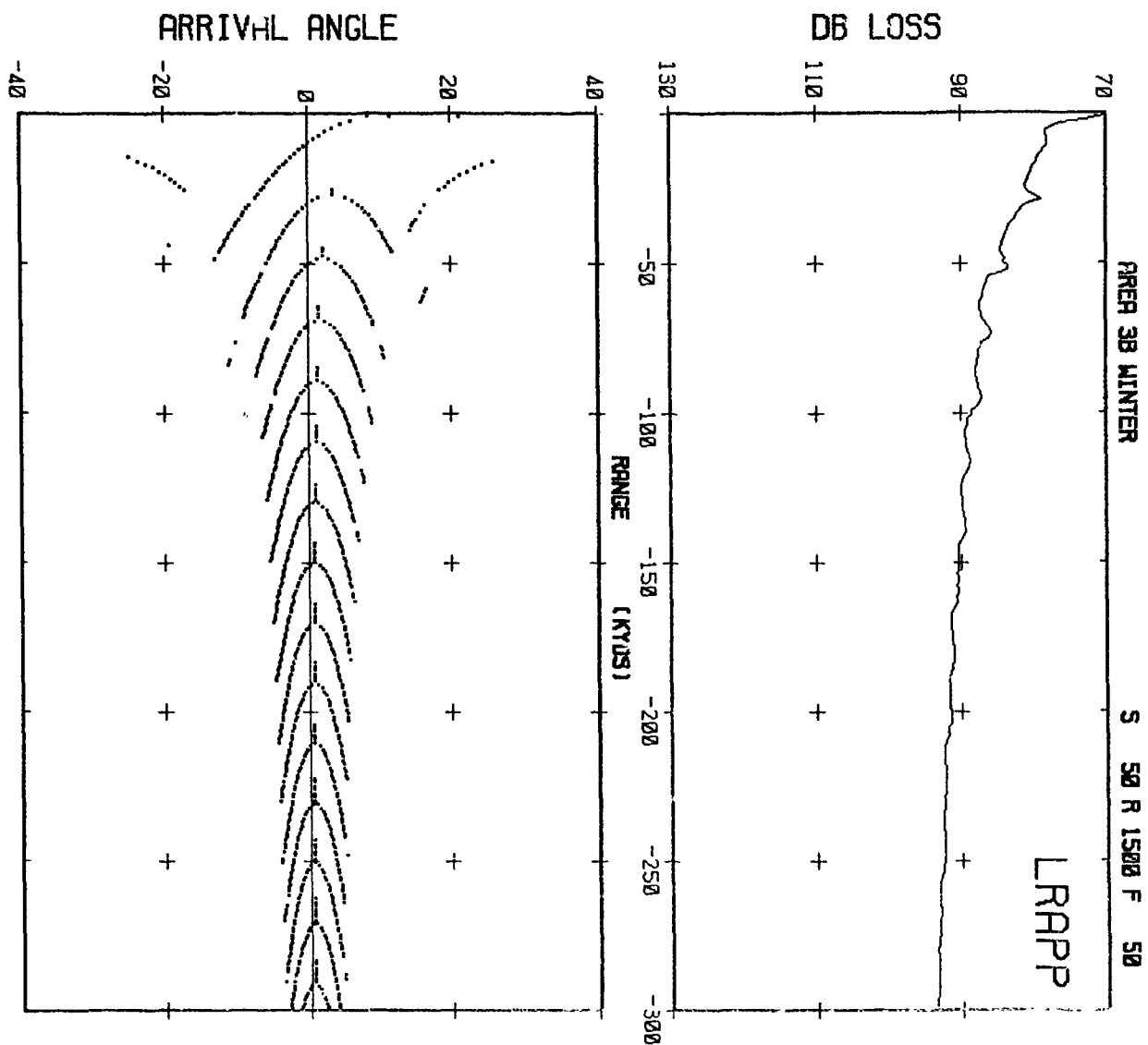


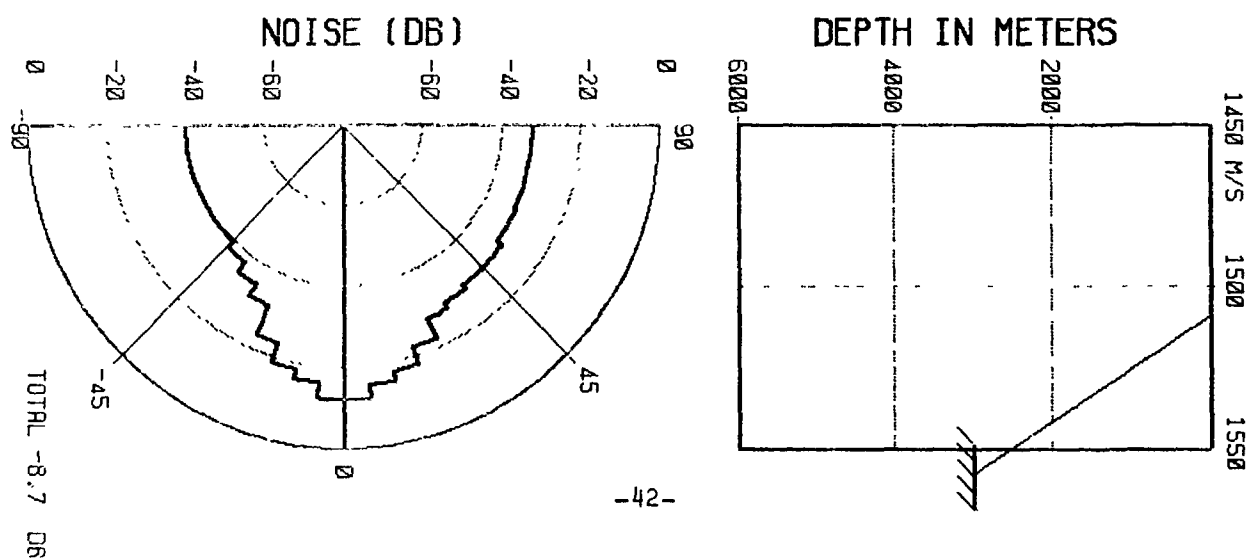
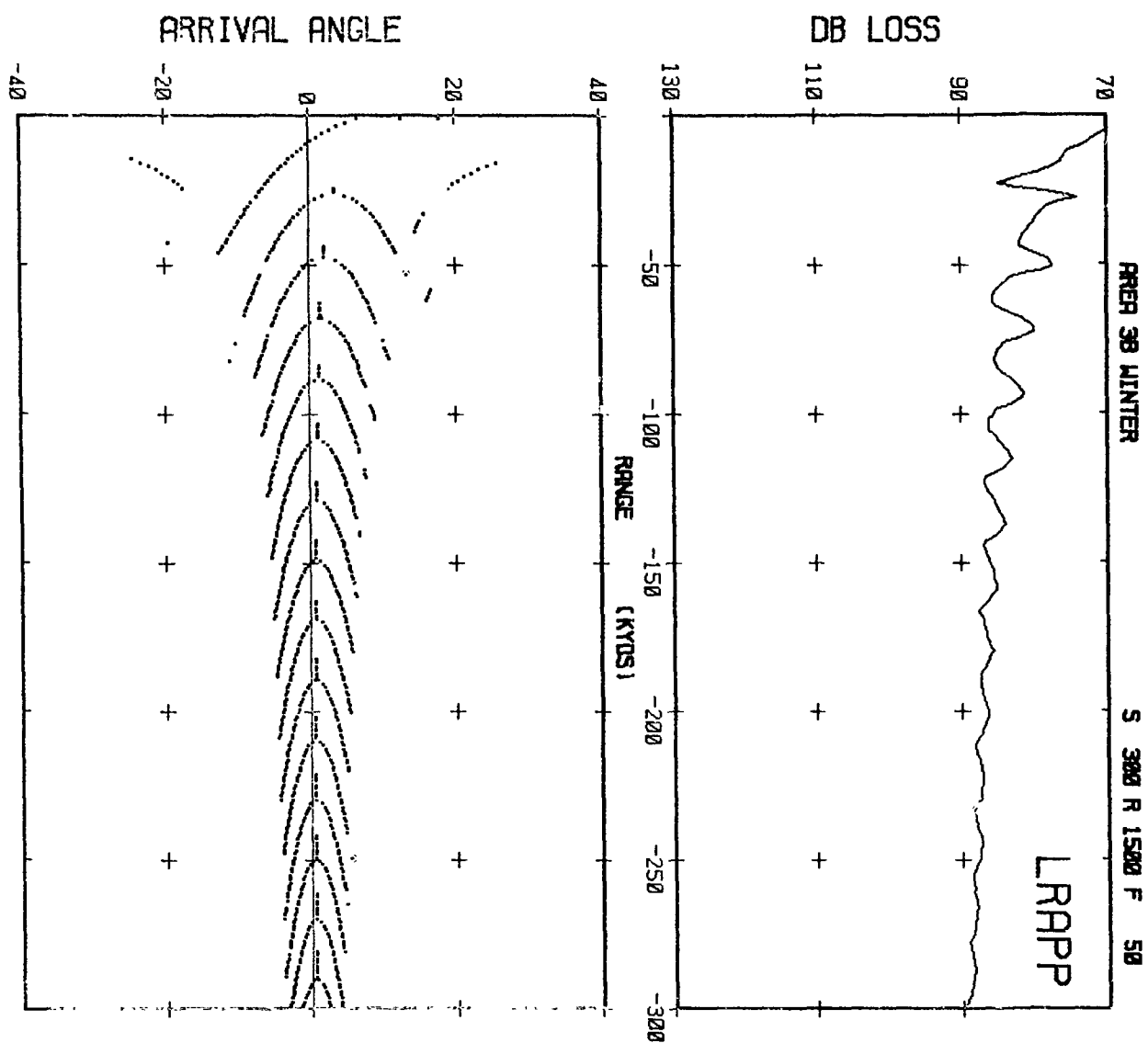


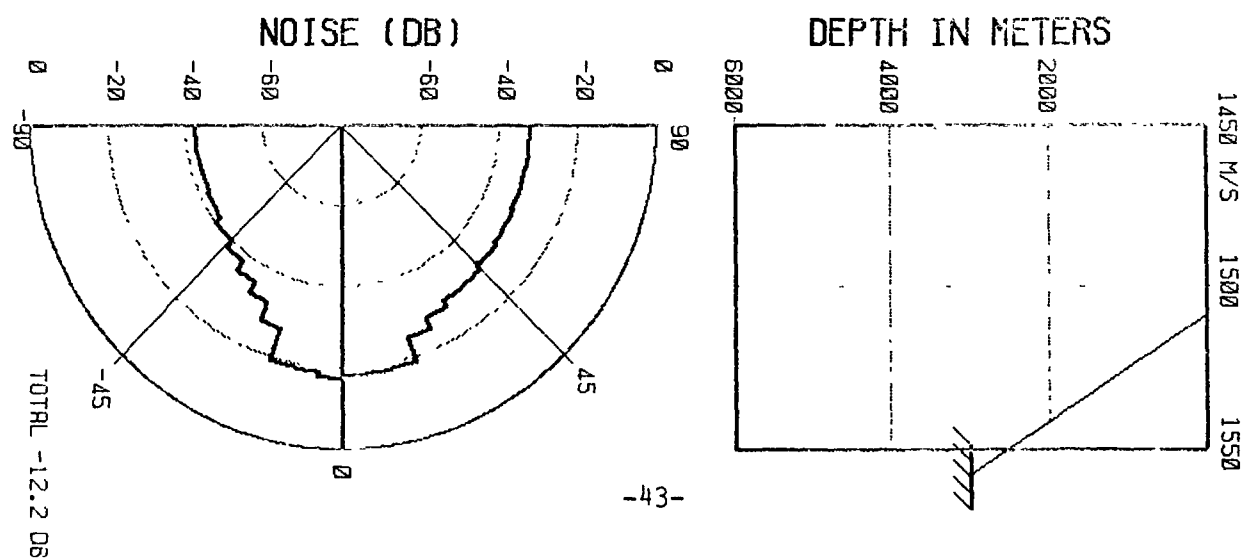
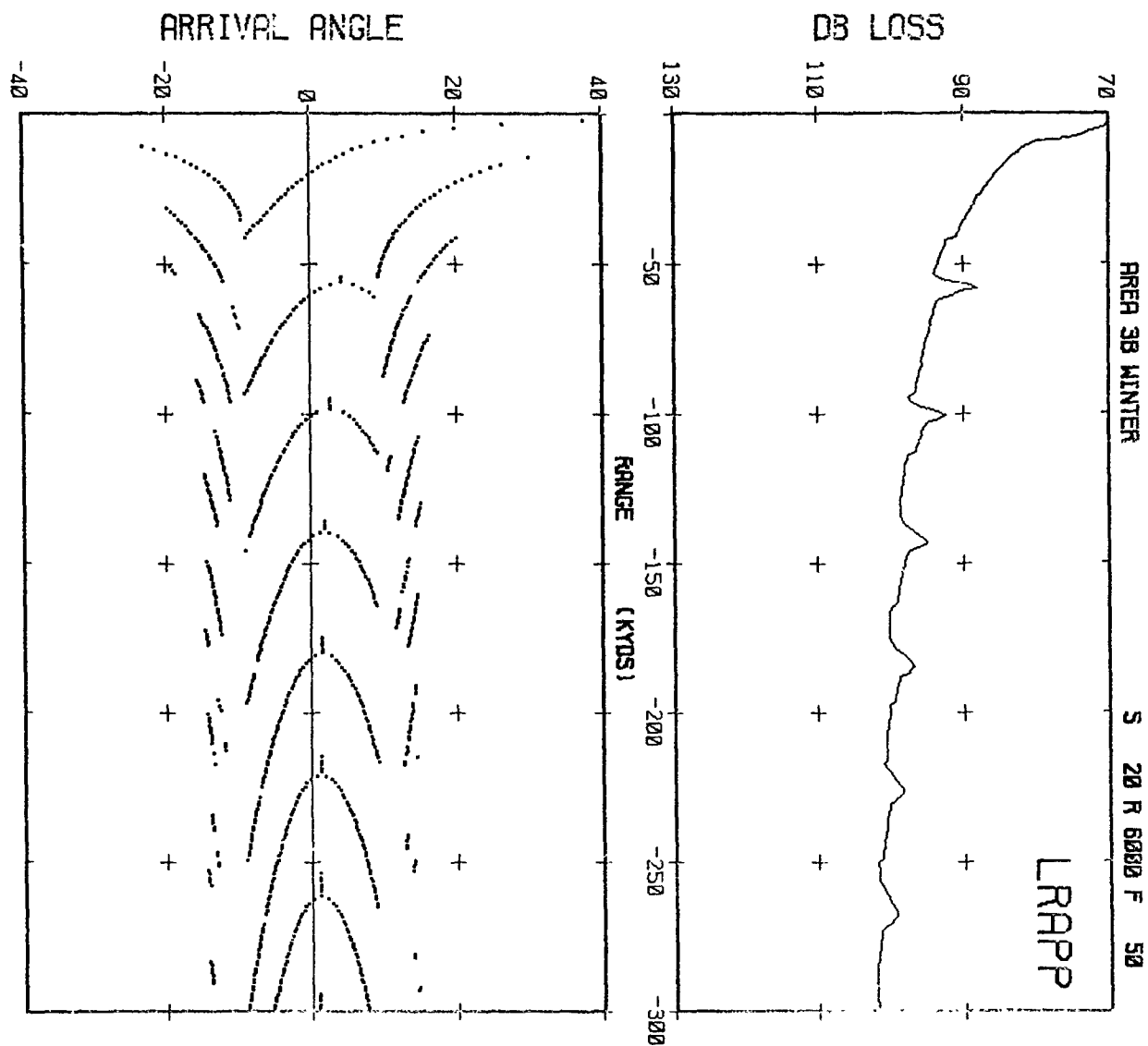




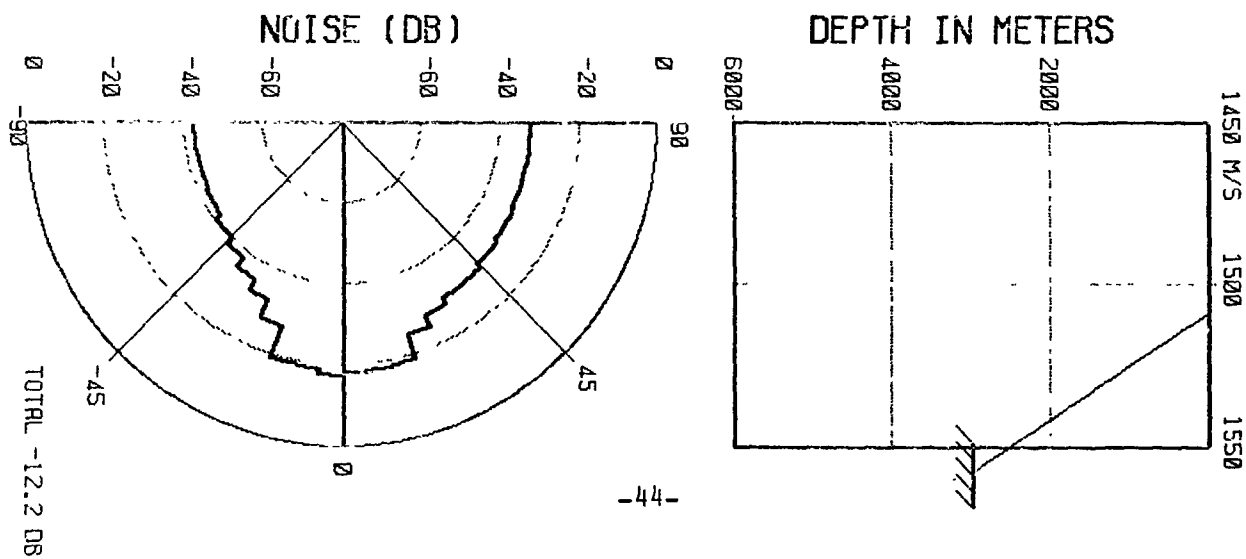
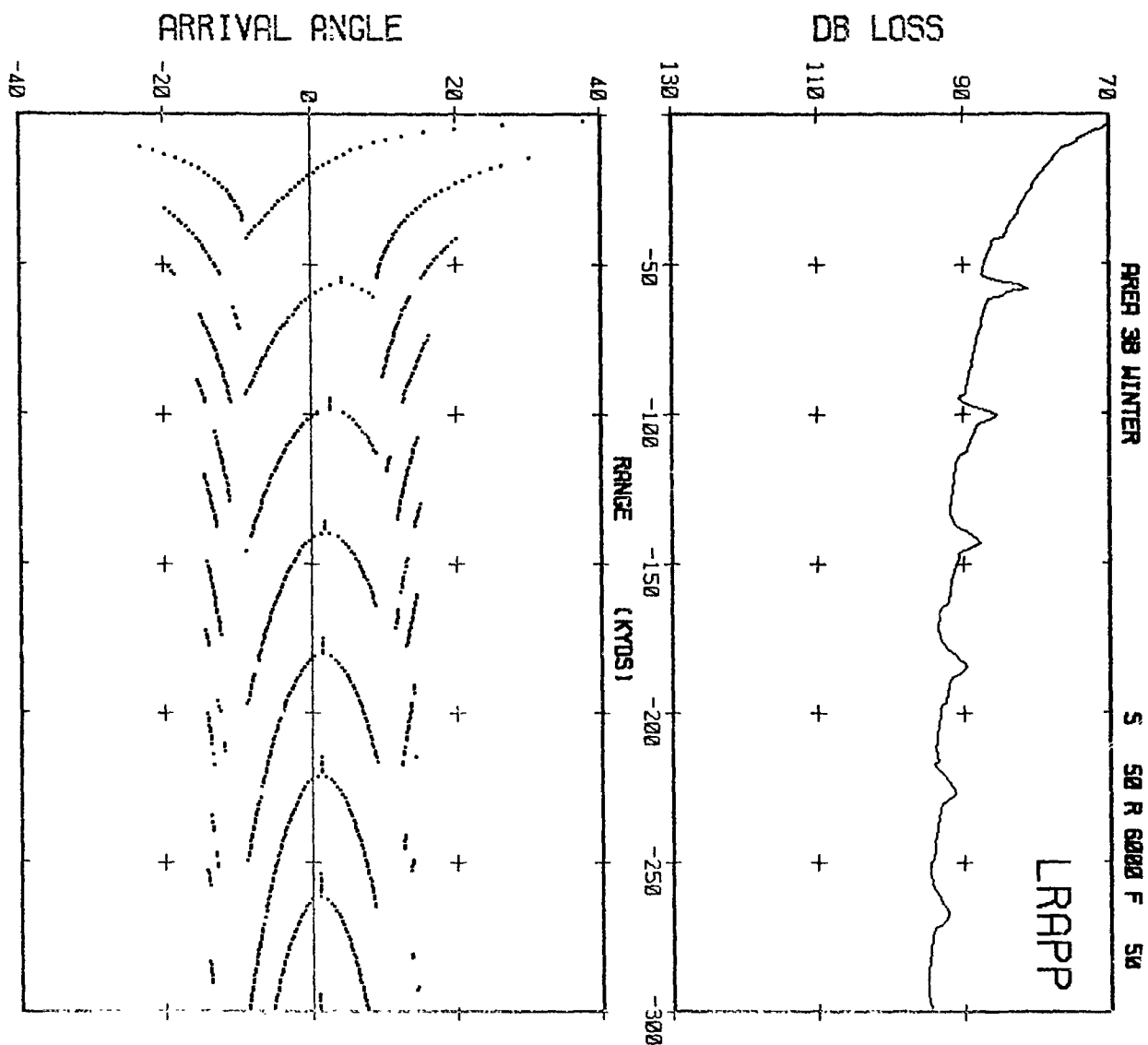


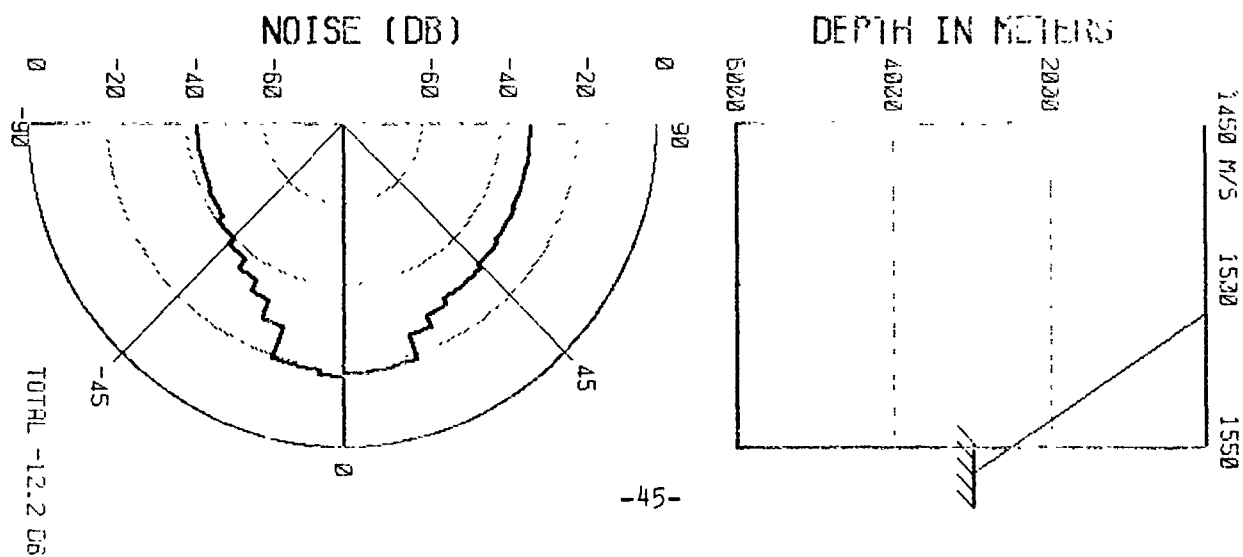
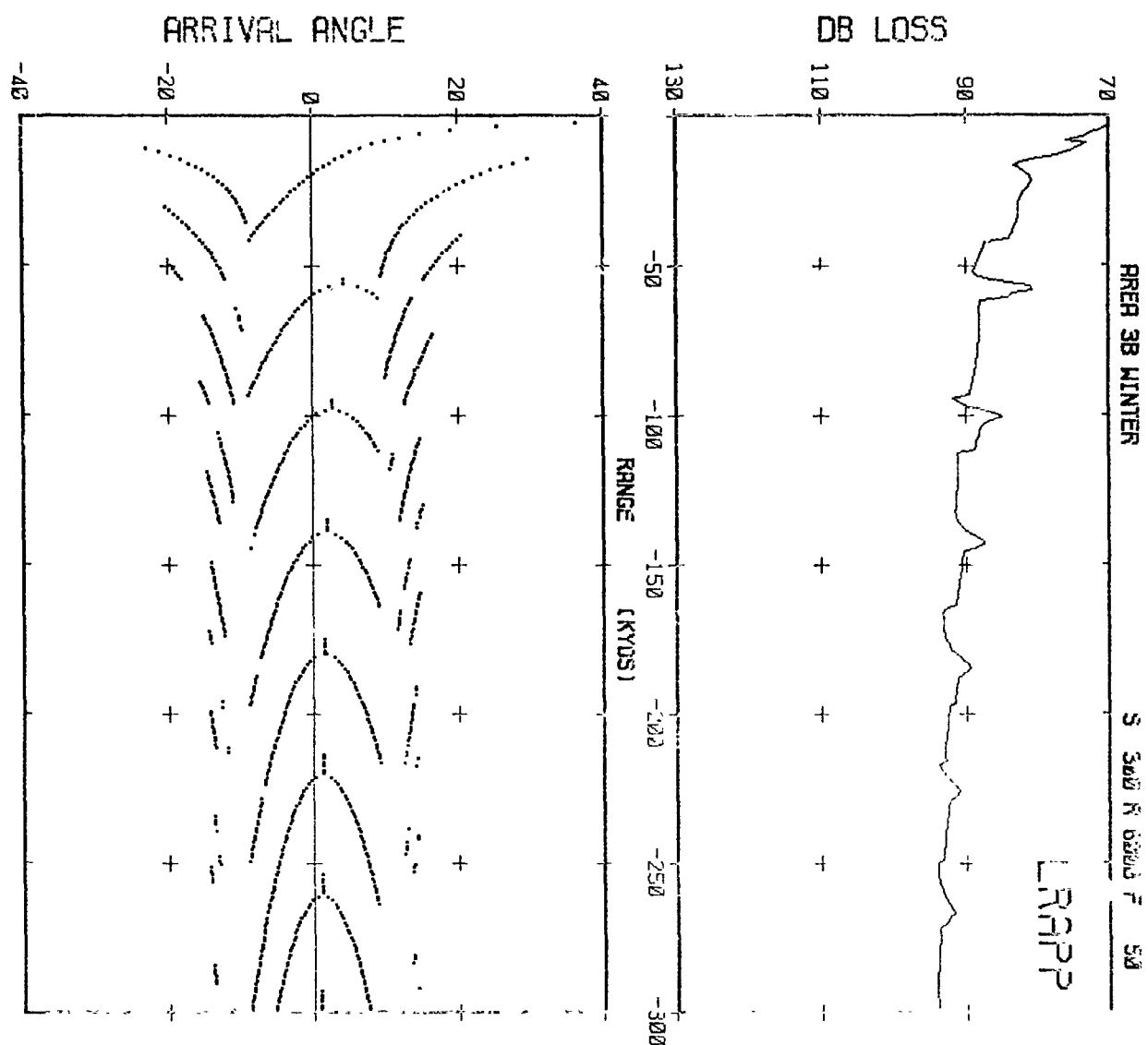


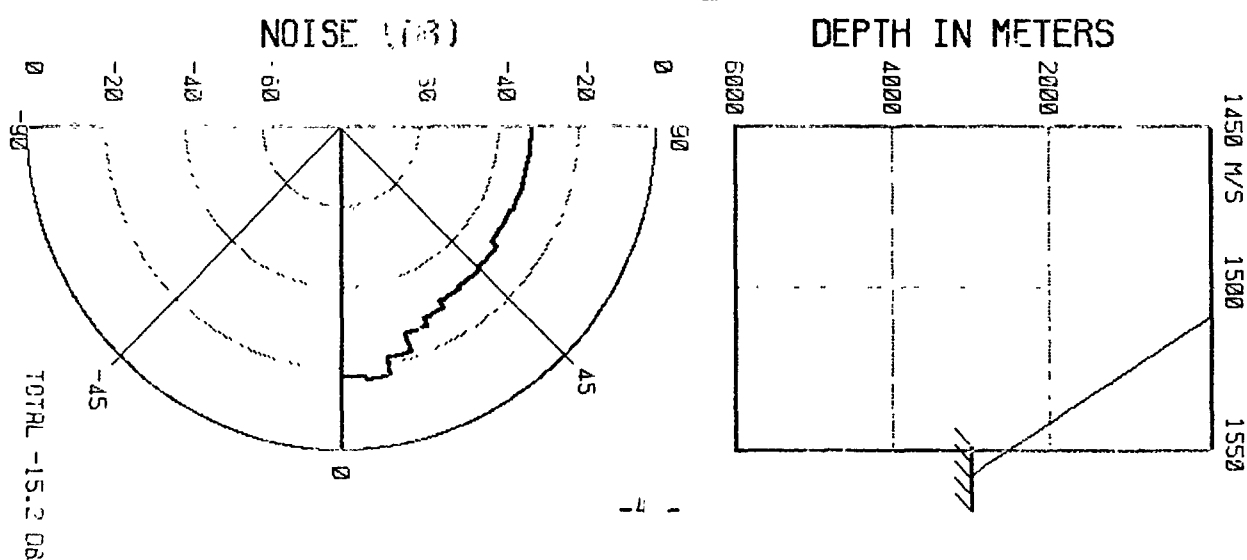
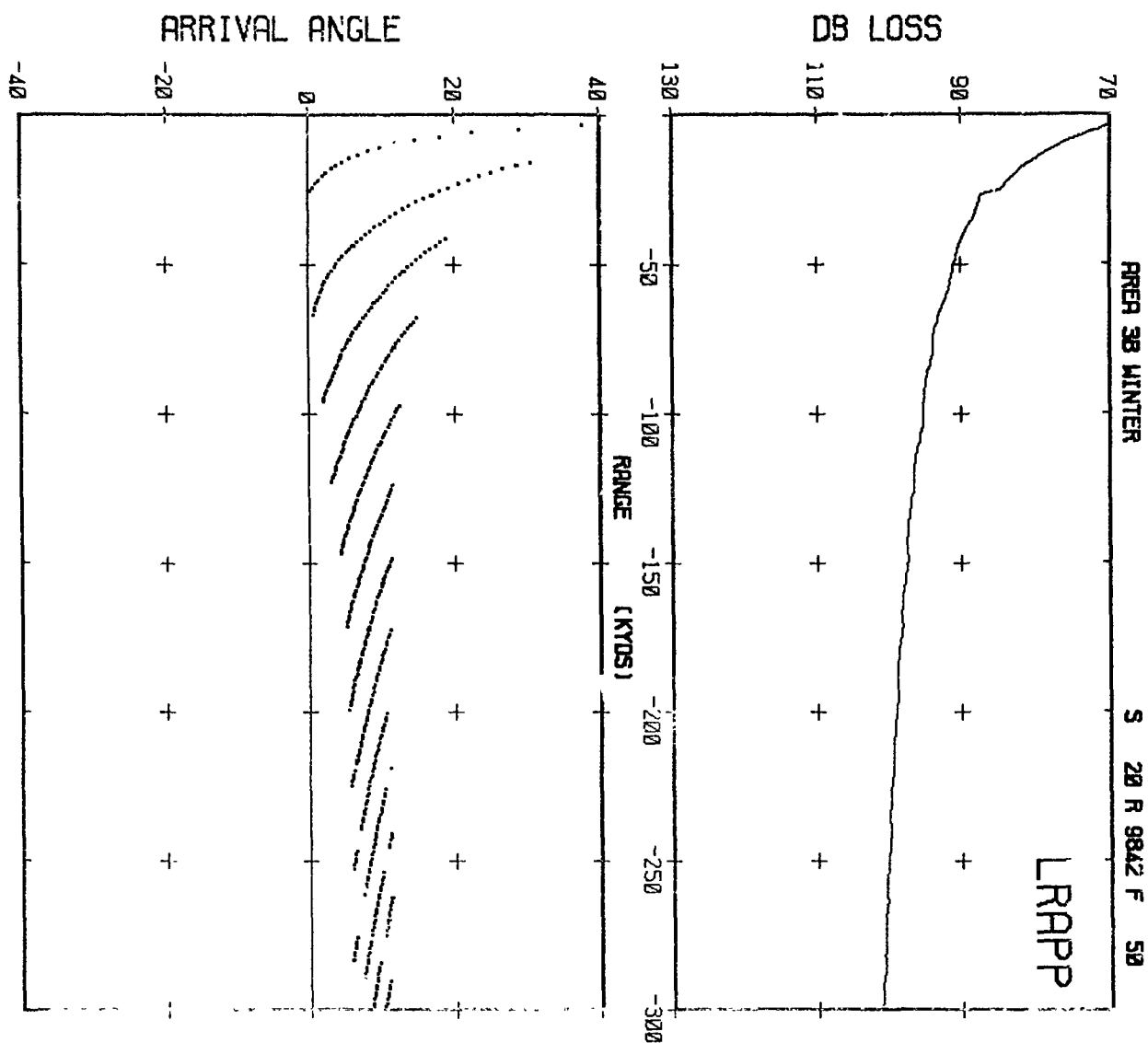










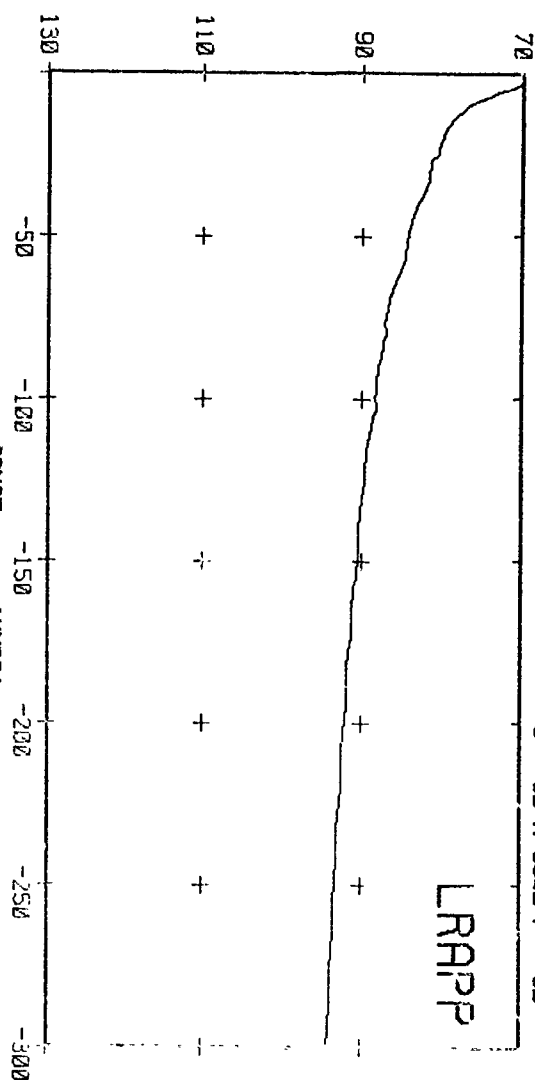


RRER 38 WINTER

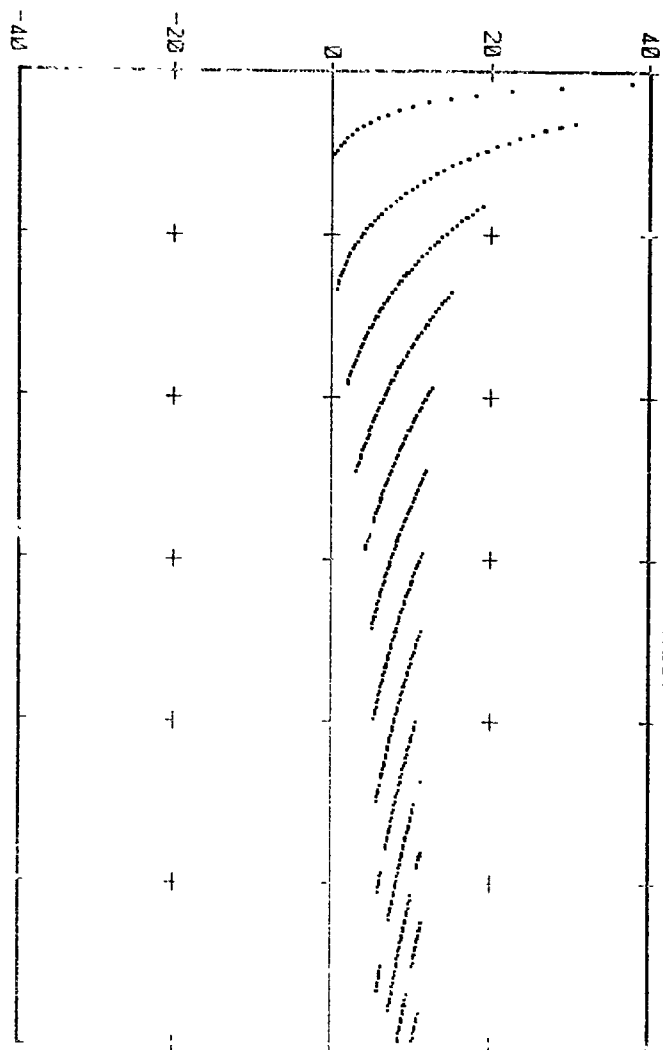
S 50 R 9842 F 52

LRAPP

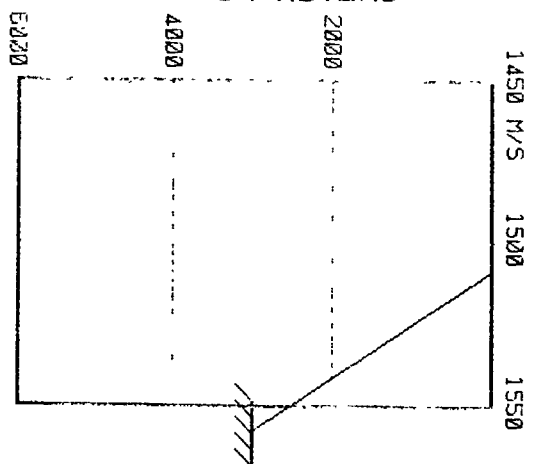
DB LOSS



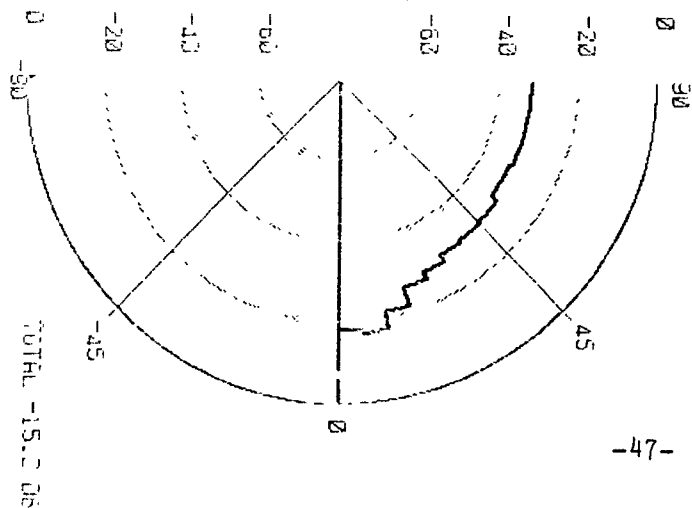
ARRIVAL ANGLE

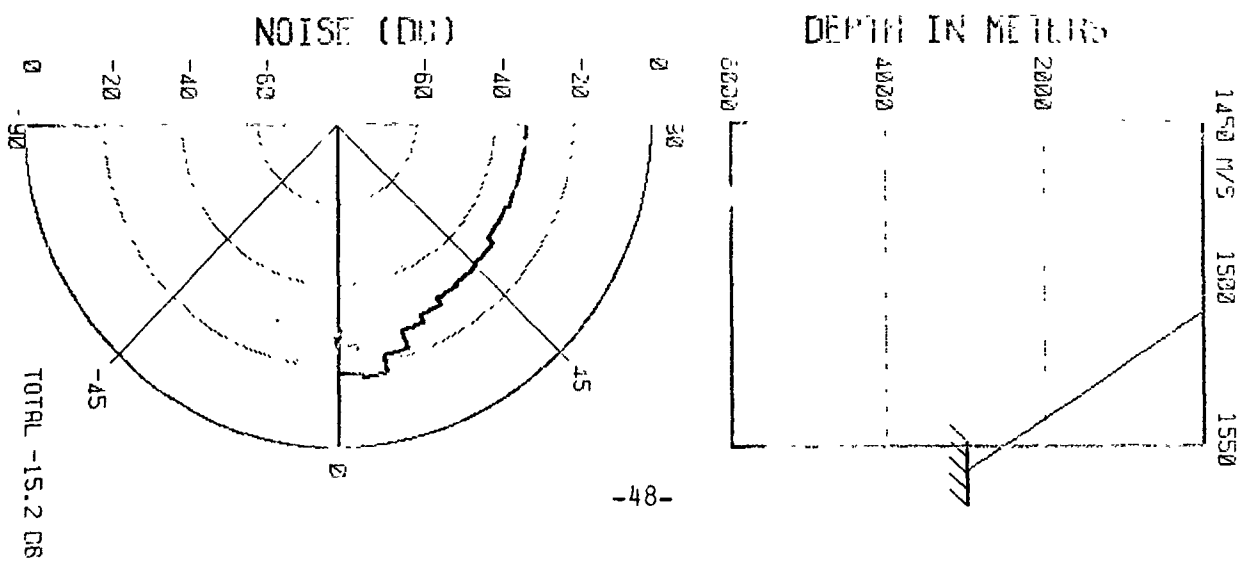
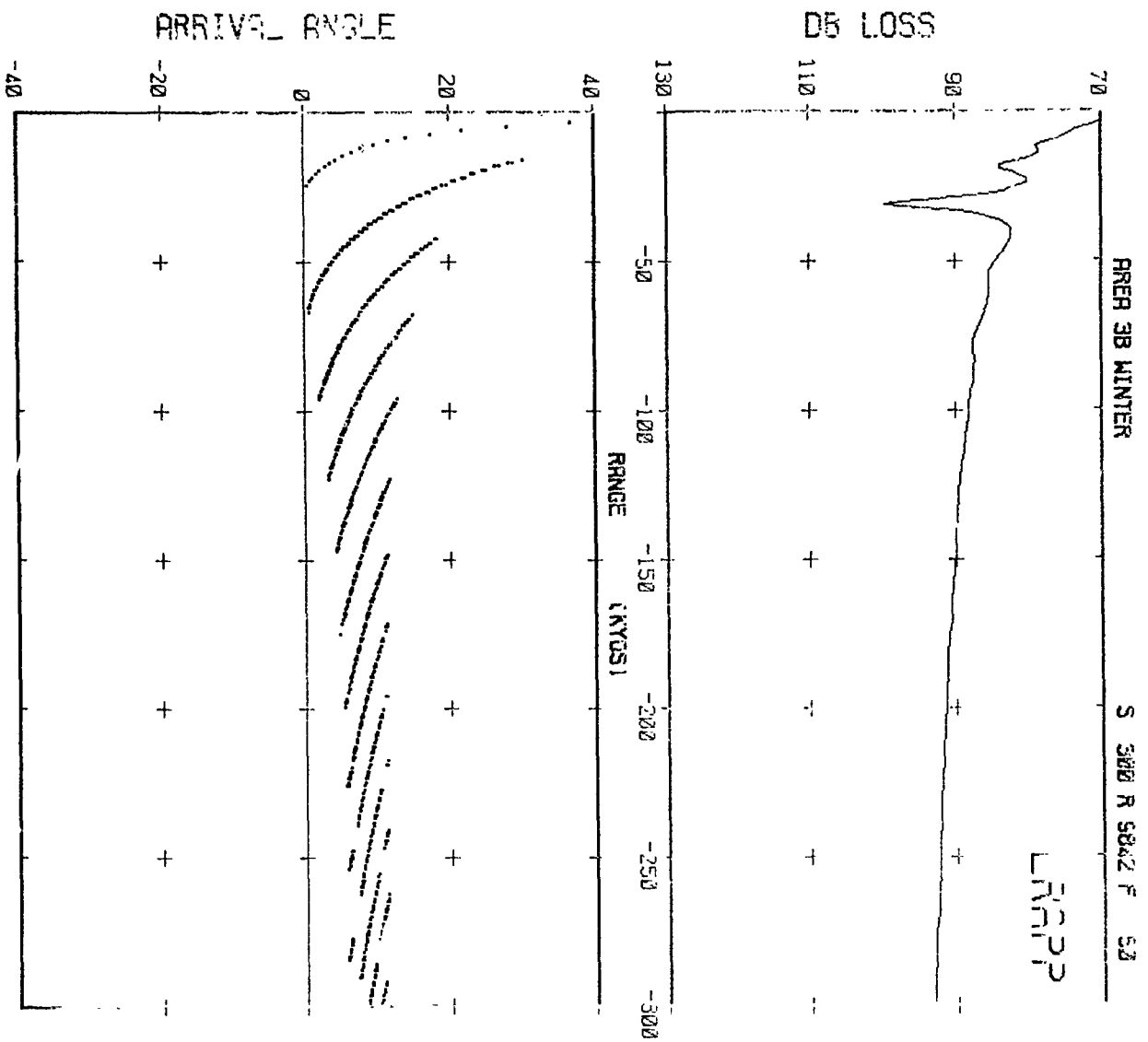


DEPTH IN METERS



NOISE (DB)





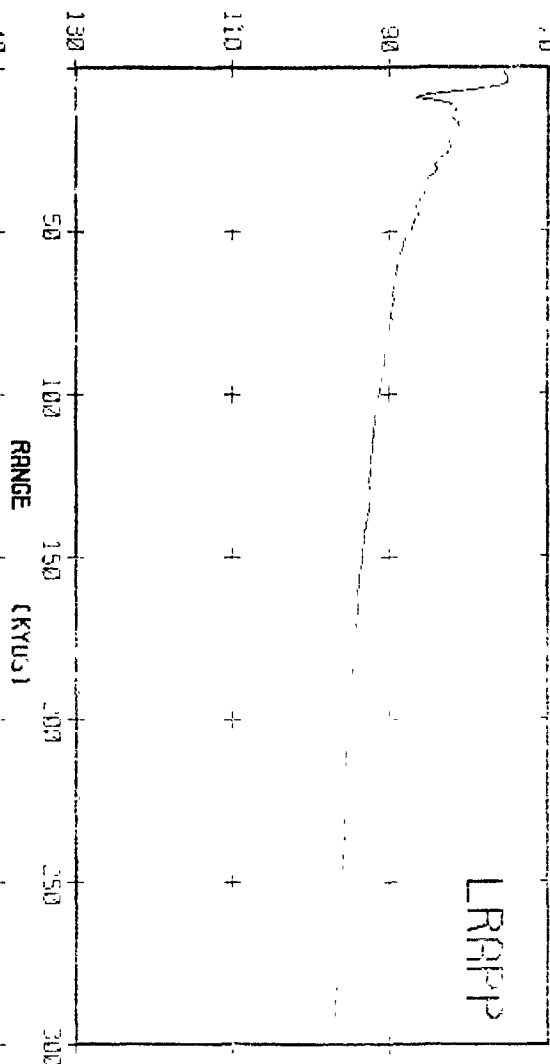
RPER 3B MINTER

S 20 R 60 F 70

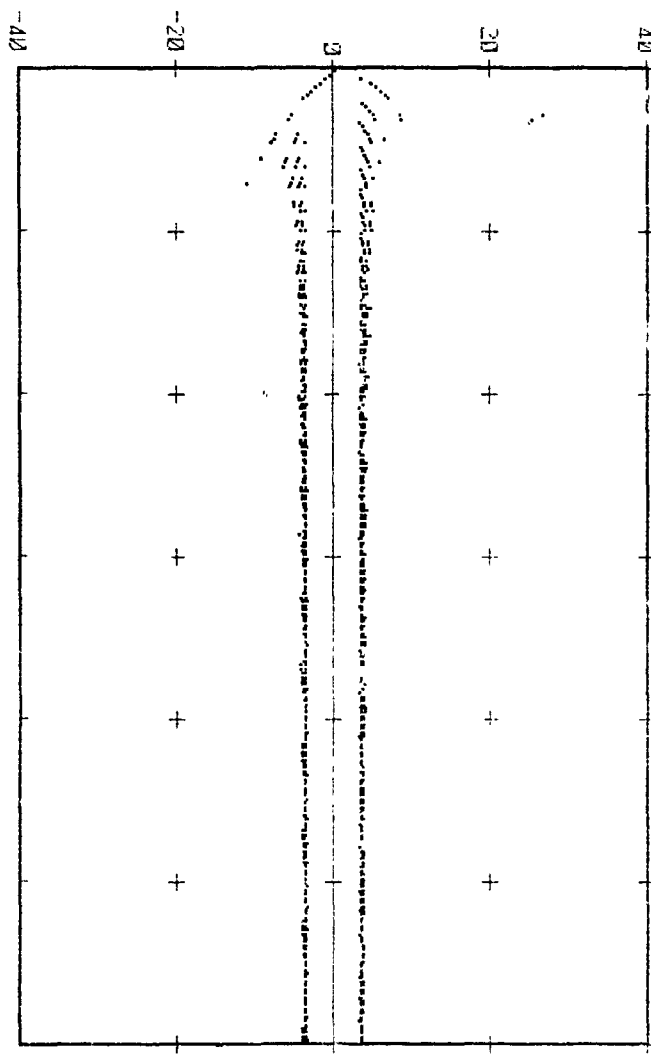
1150 H 5 1500

1550

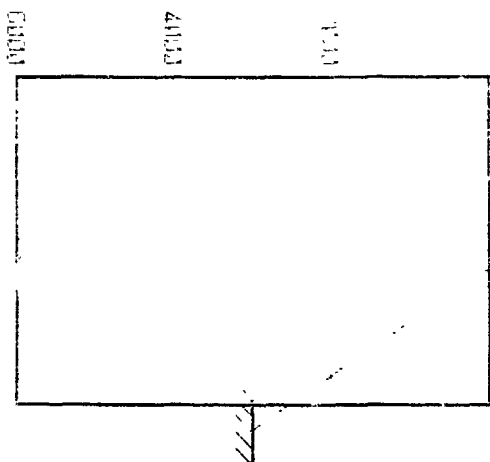
# DB LOSS



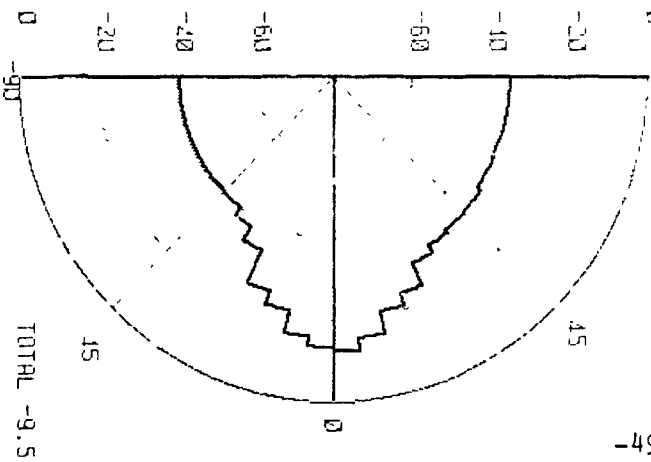
# ARRIVAL ANGLE



# DEPTH IN METERS

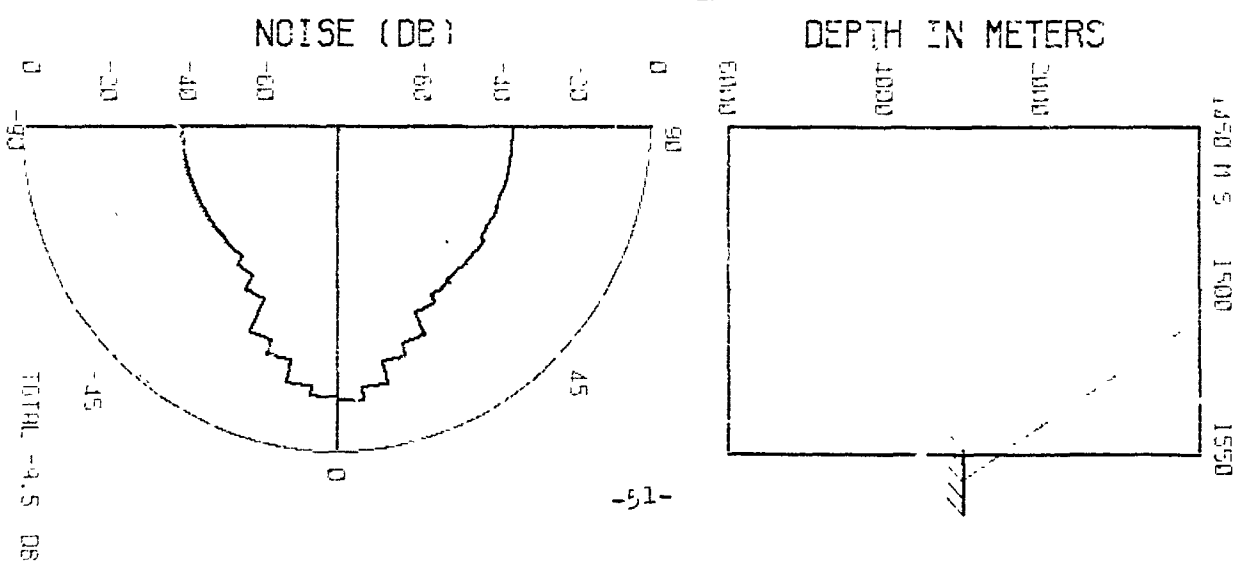
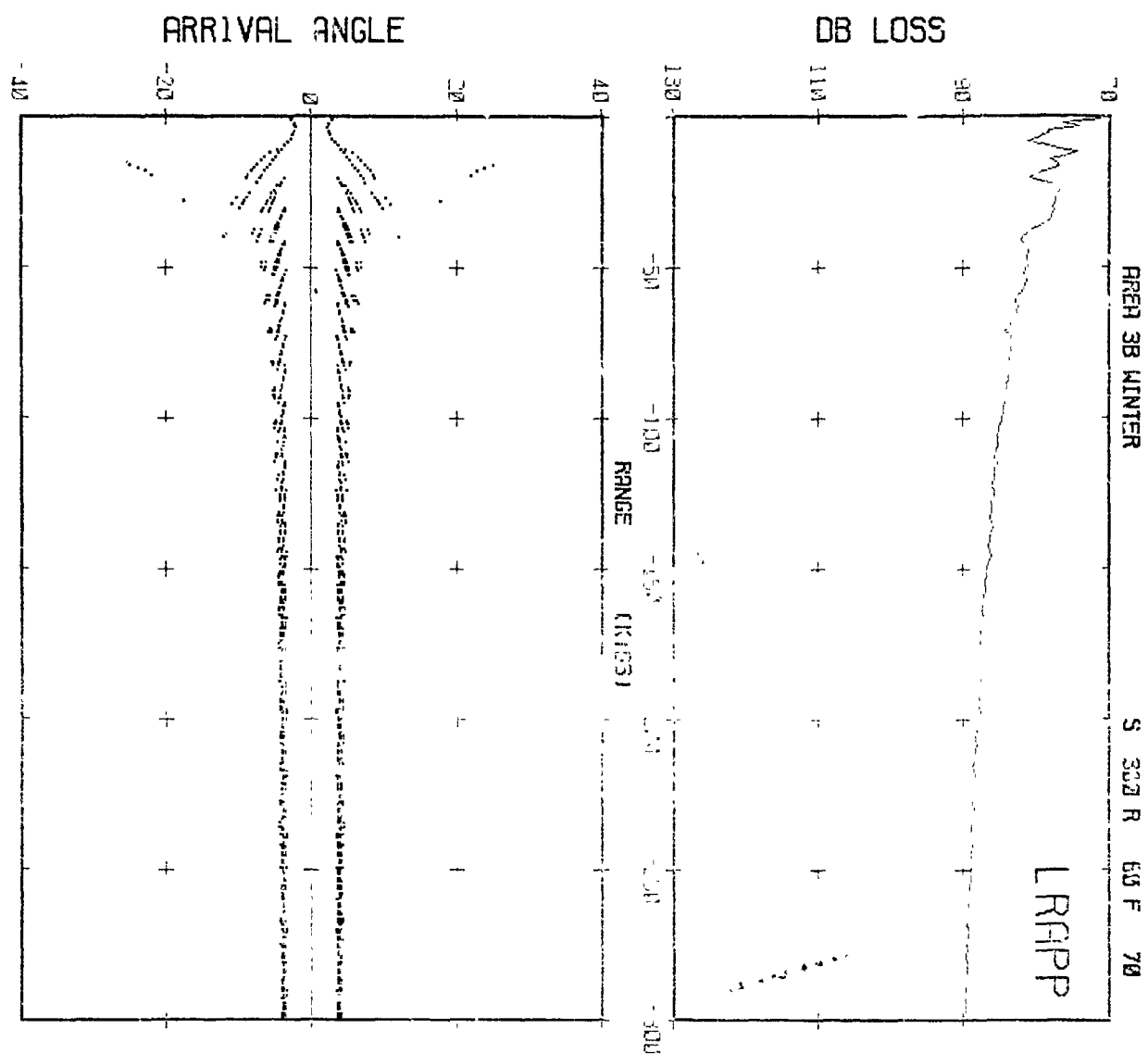


# NOISE (DB)

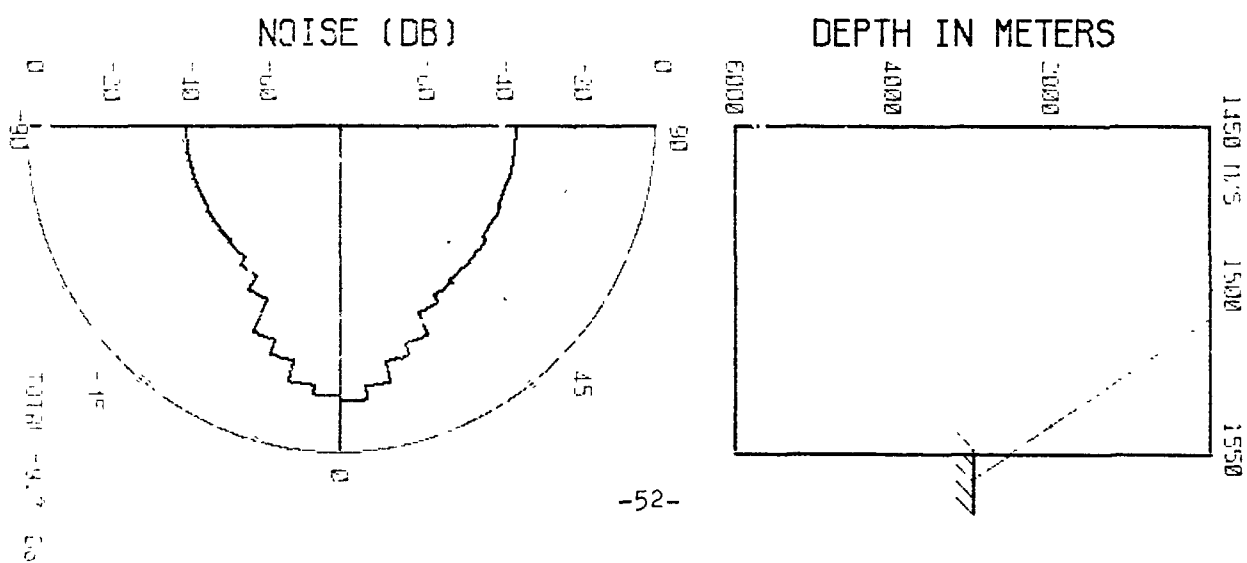
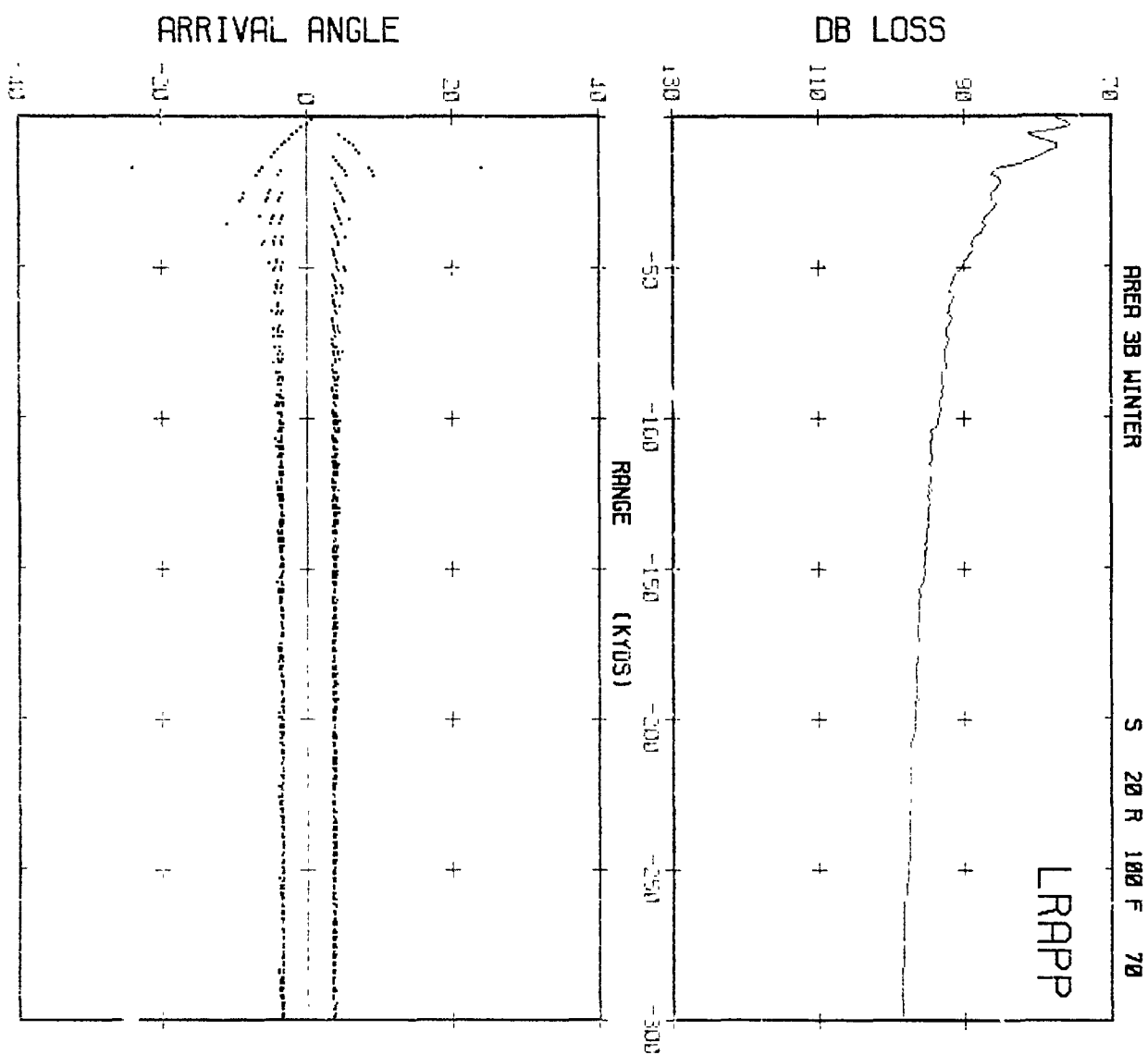


TOTAL -9.5 DB





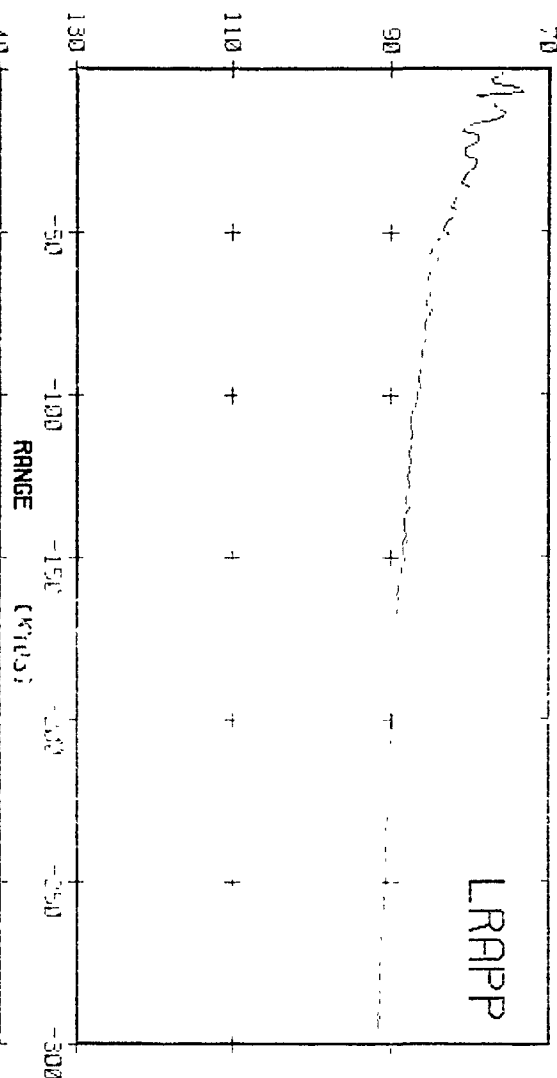




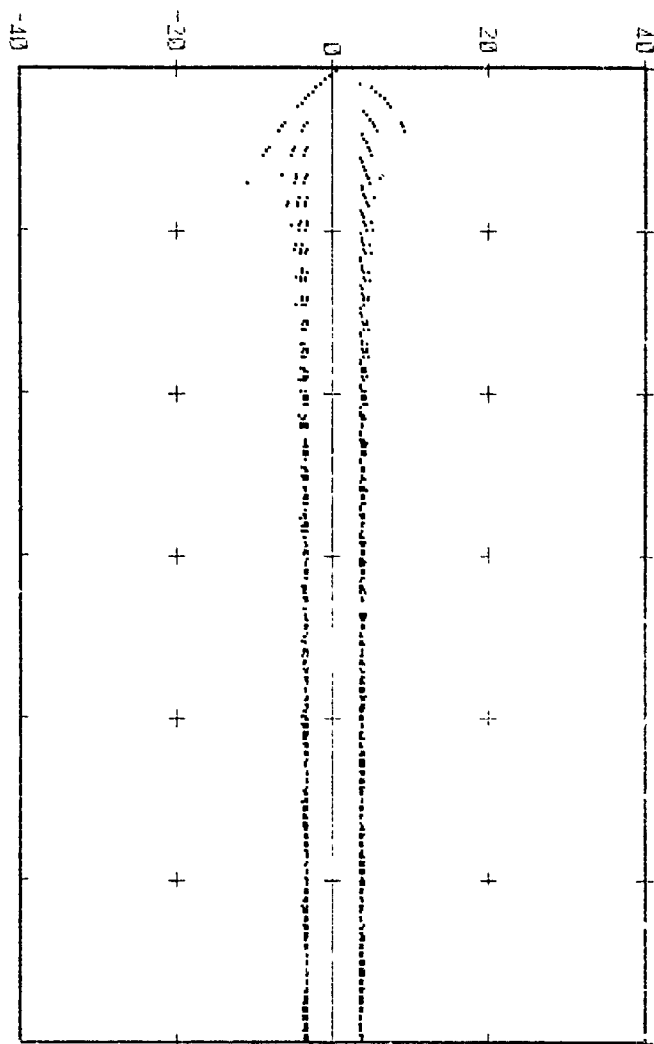
AREA 3B WINTER

S 50 R 100 F 70

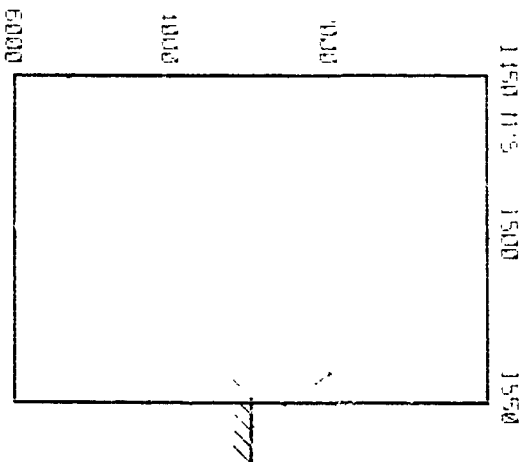
DB LOSS



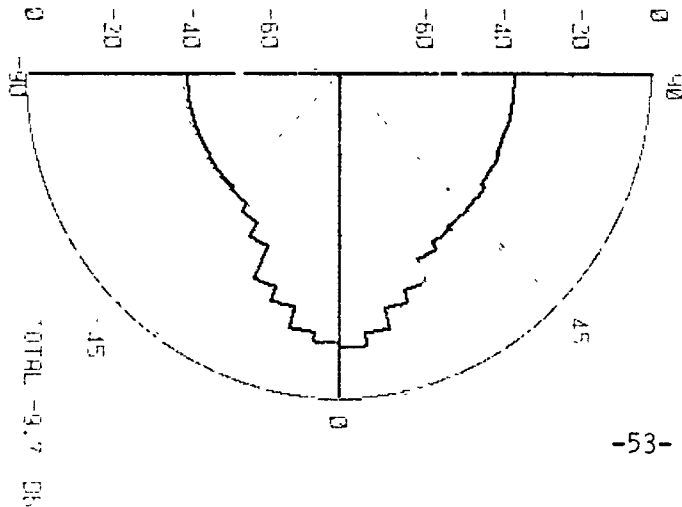
ARRIVAL ANGLE

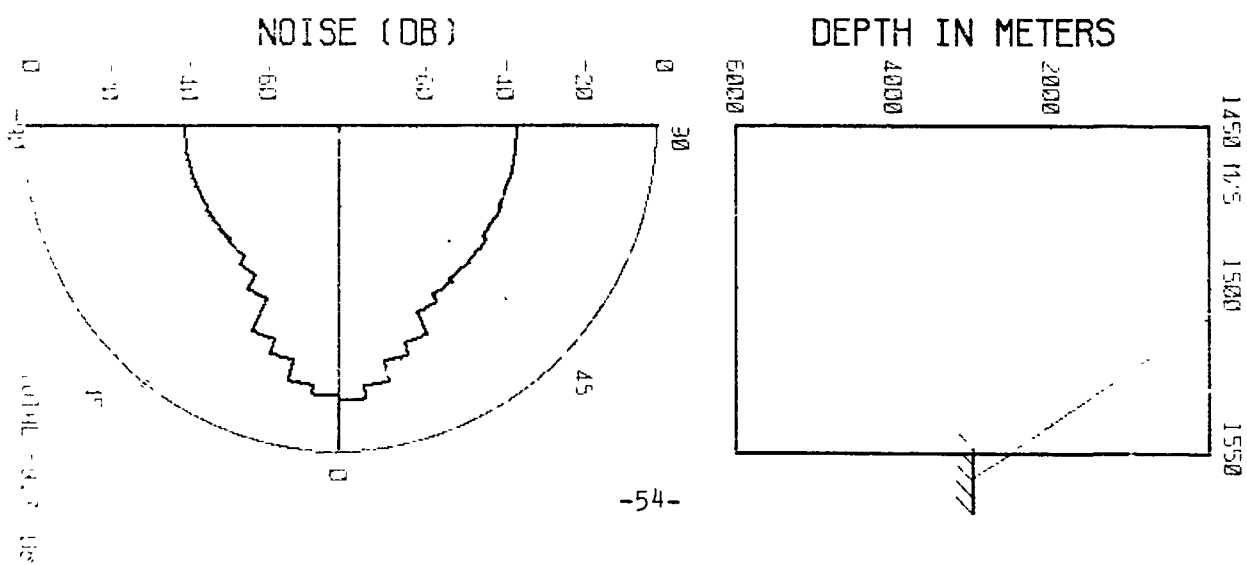
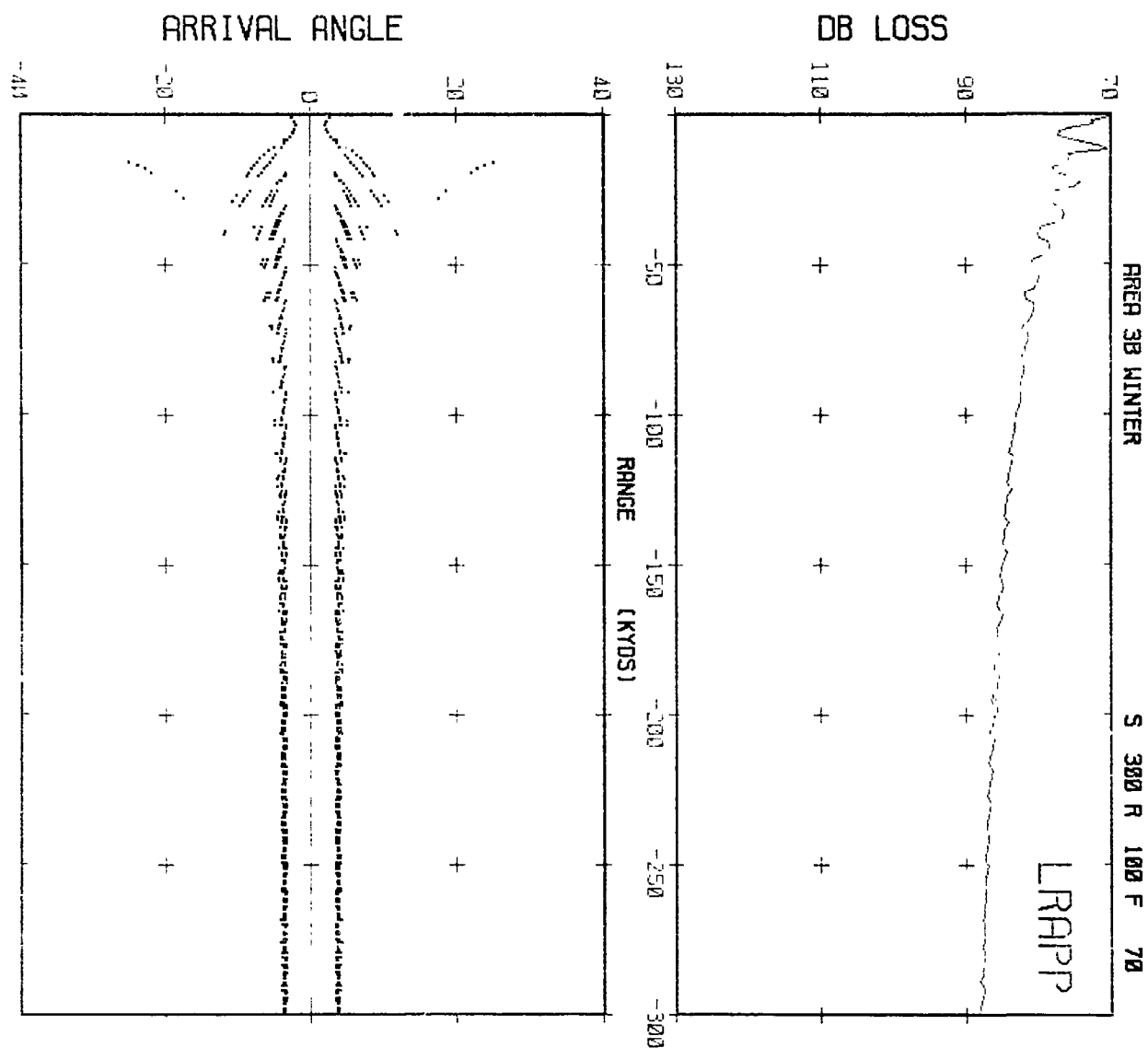


DEPTH IN METERS



NOISE (DB)



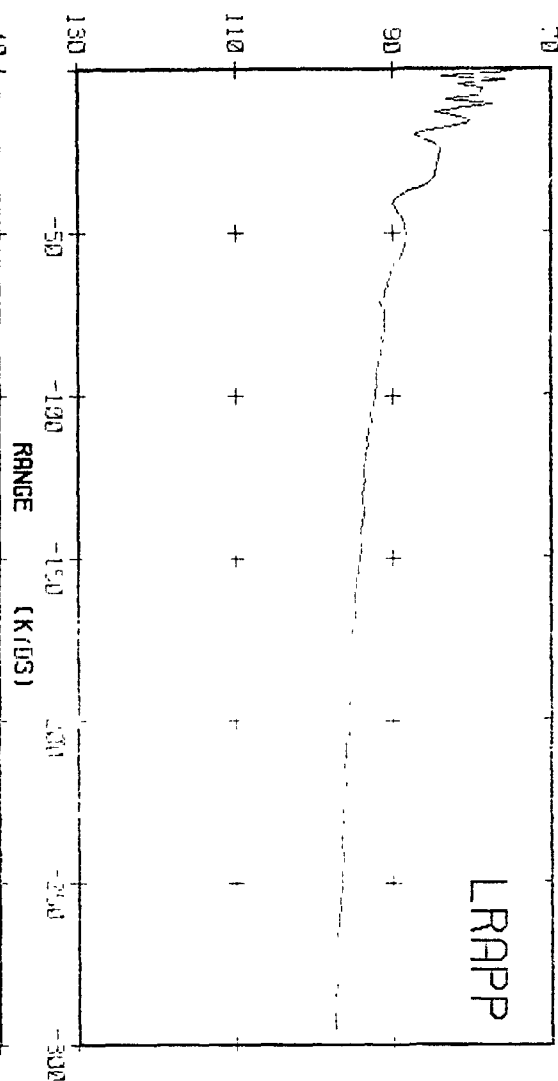


AREA 3B WINTER

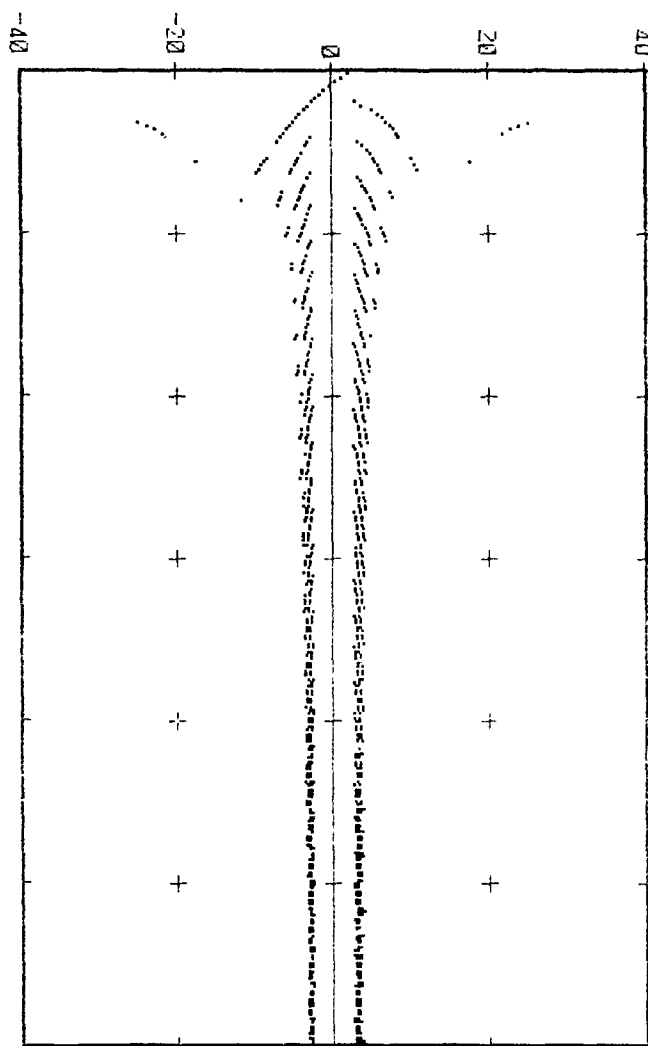
S 20 R 300 F 70

1450 11-5 1500 1550

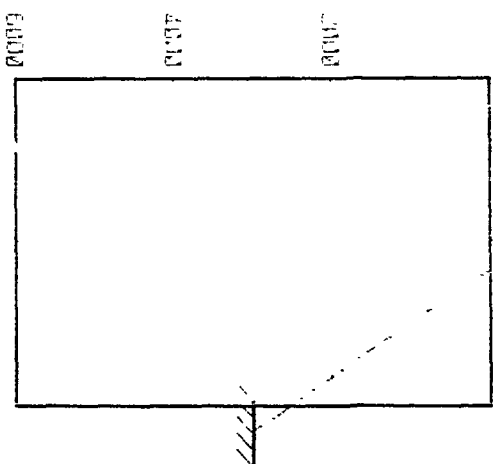
DB LOSS



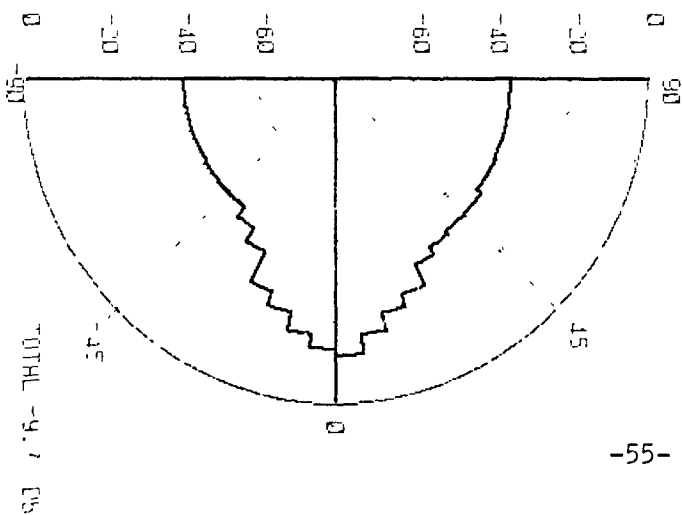
ARRIVAL ANGLE

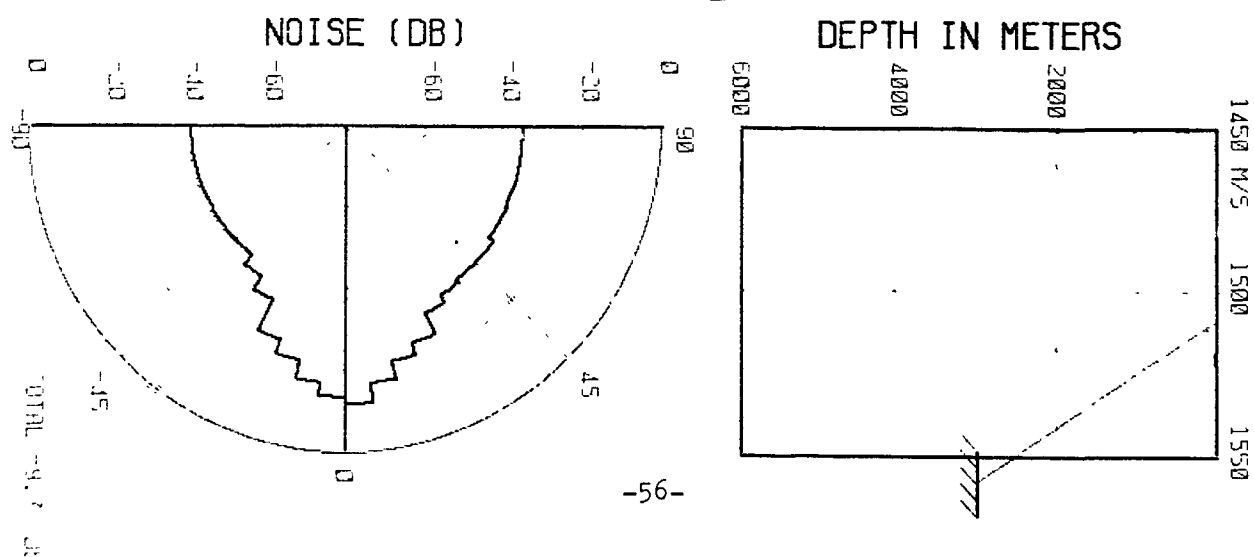
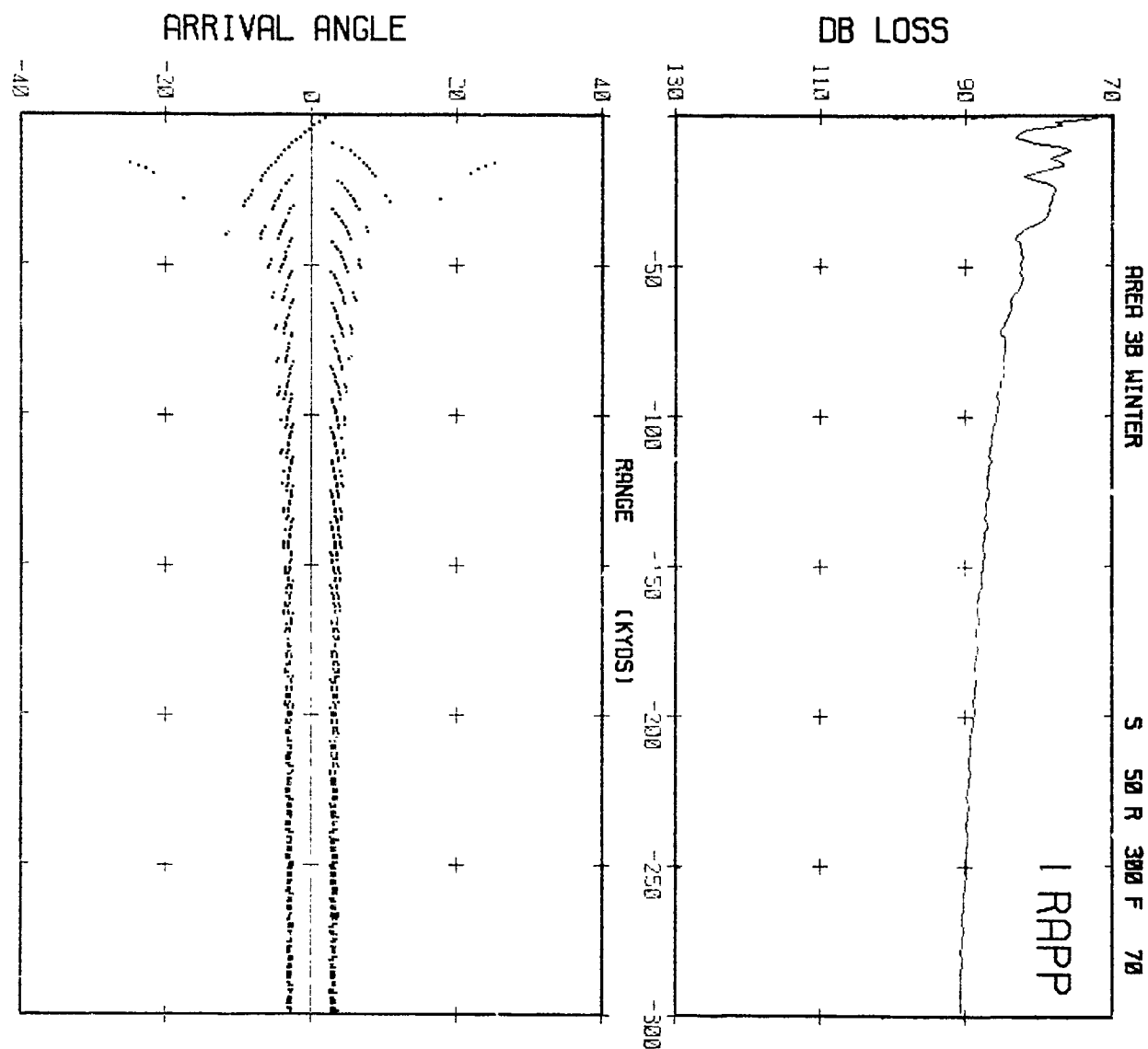


DEPTH IN METERS



NOISE (DB)



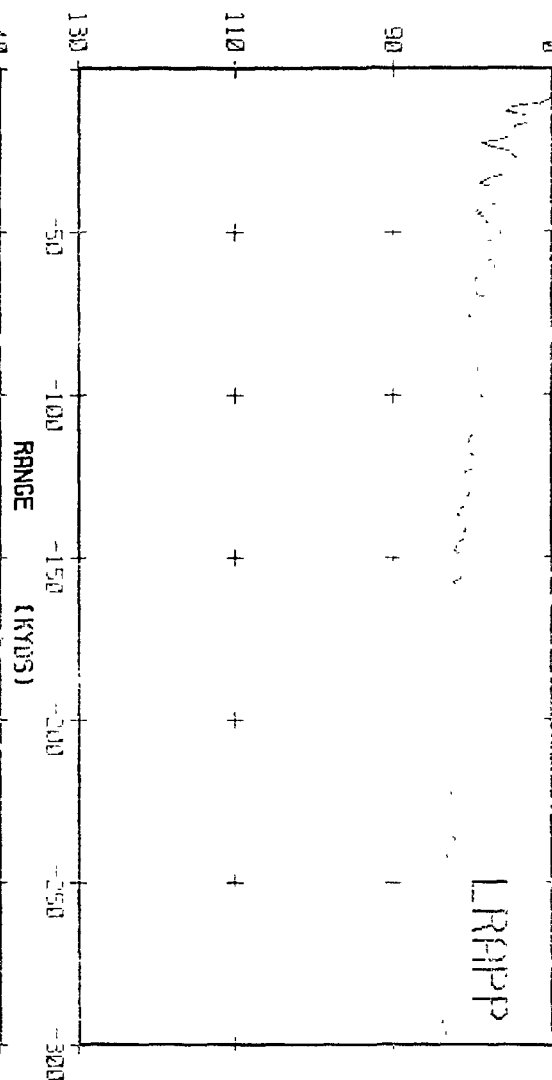


AREA 3B HINTER

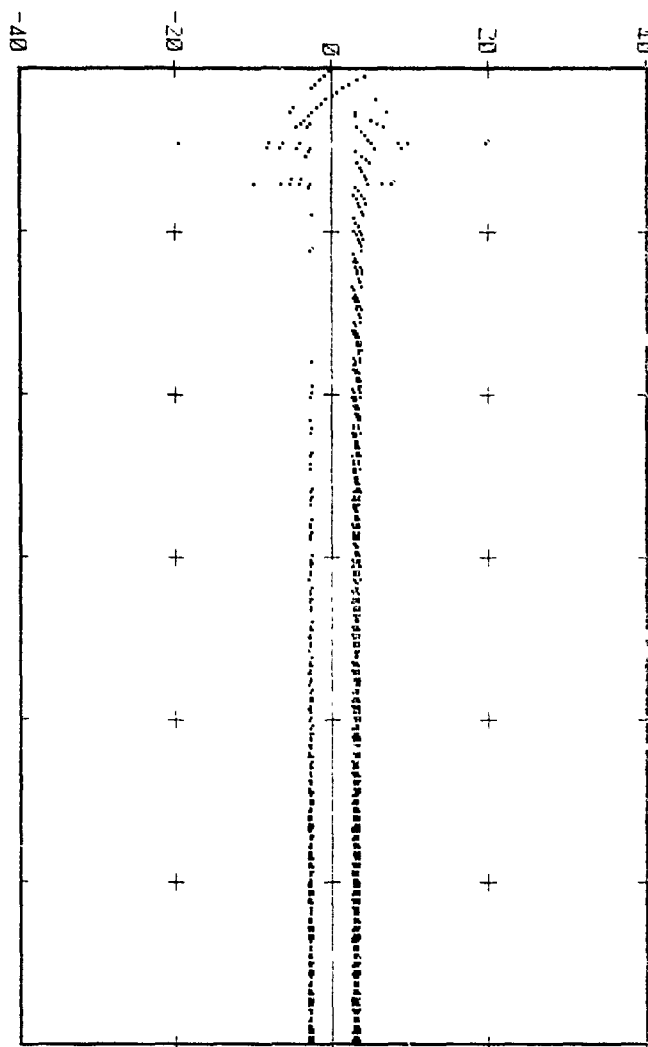
S 300 R 360 F 70

1450 14.5 1500 1550

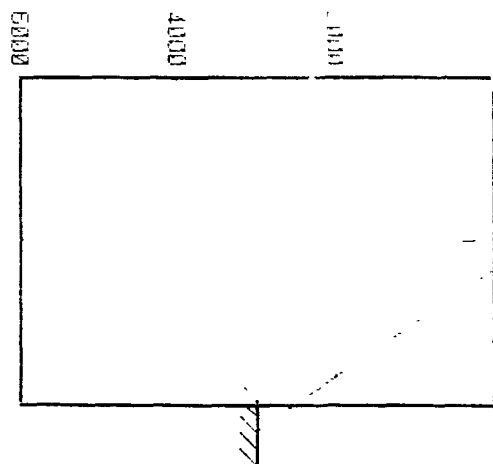
DB LOSS



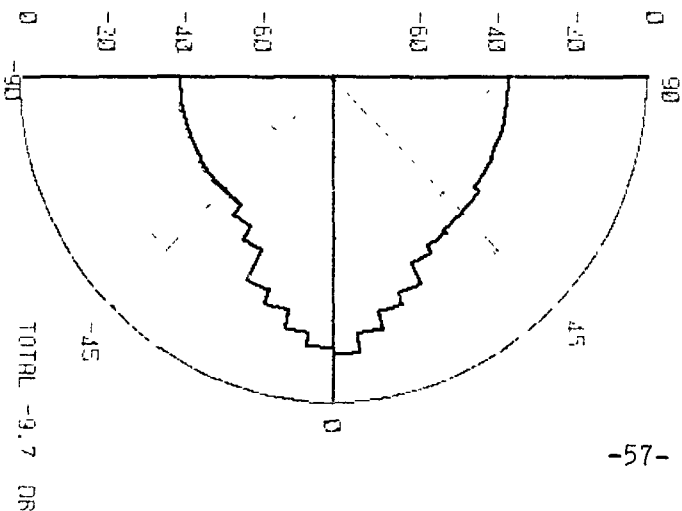
ARRIVAL ANGLE

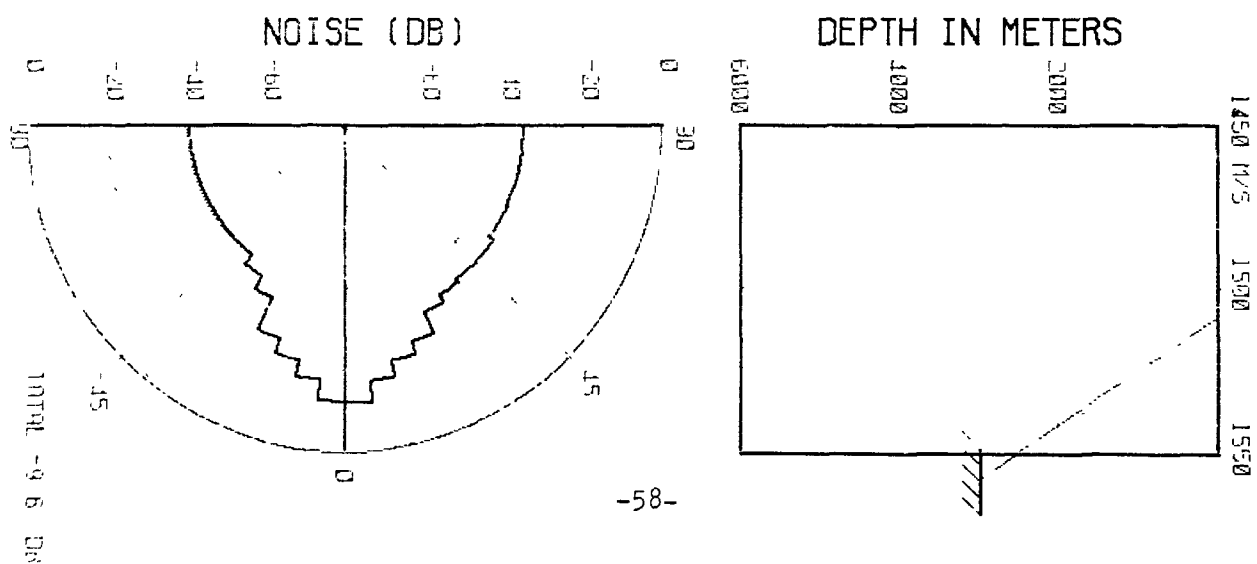
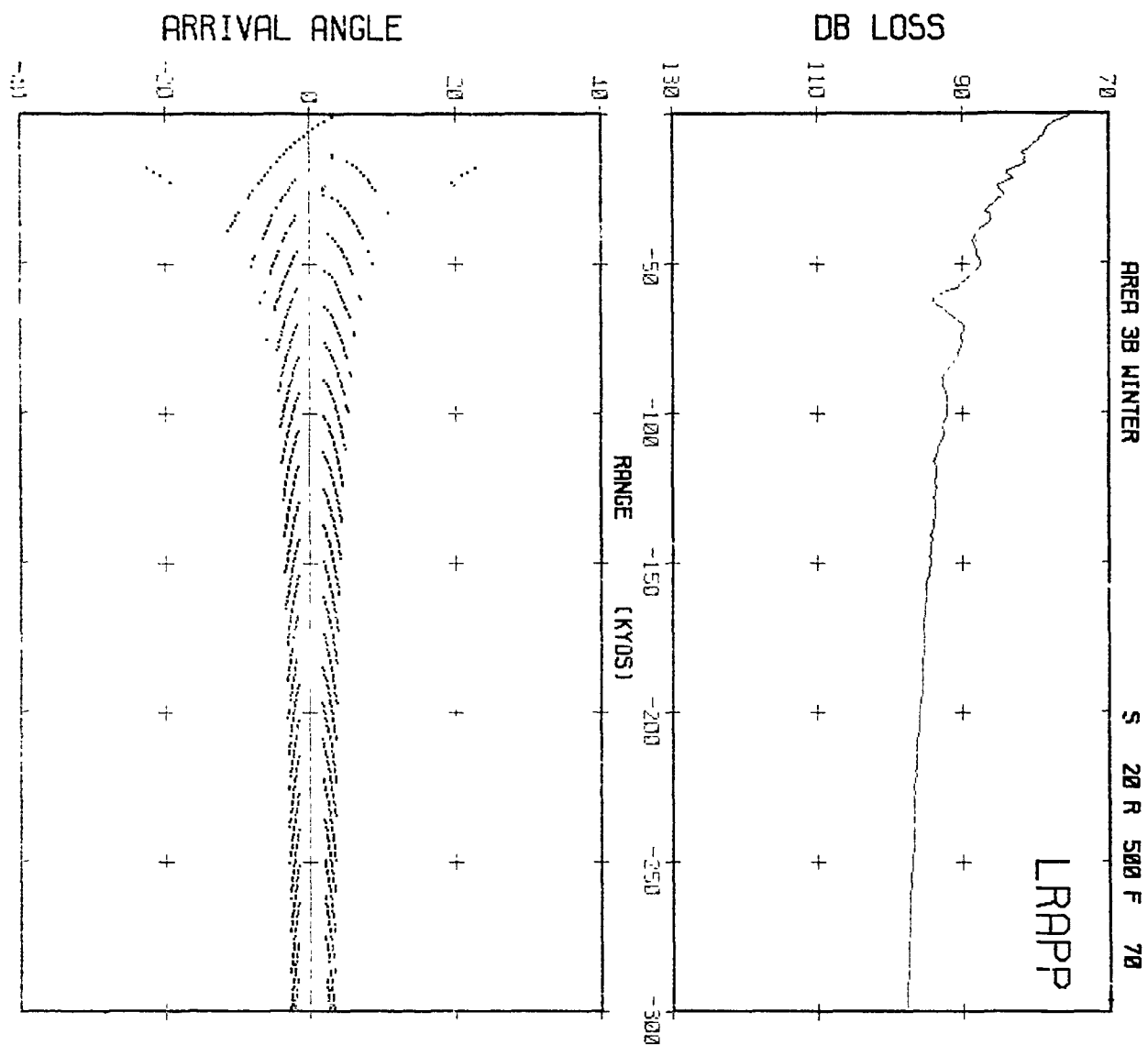


DEPTH IN METERS



NOISE (DB)



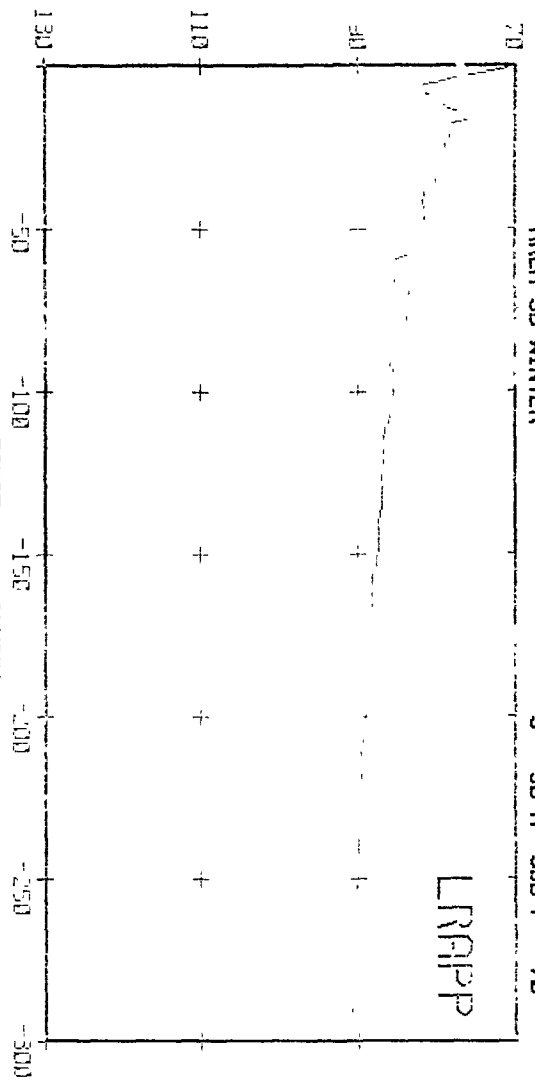


AREA 3B WINTER

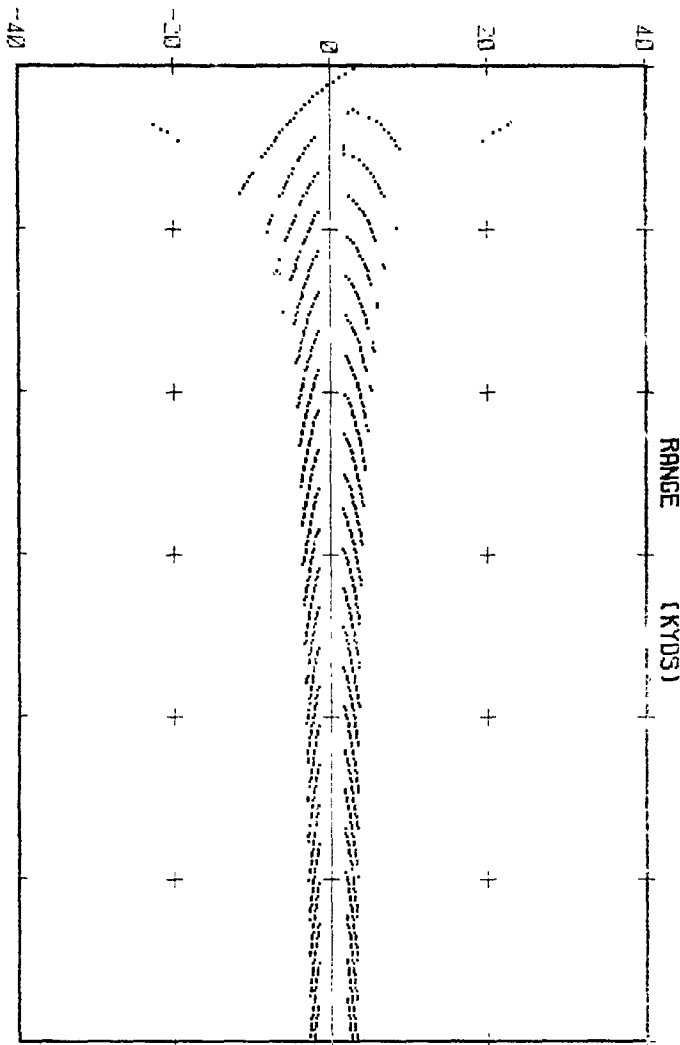
S 50 R SEC F 70

LRAPP

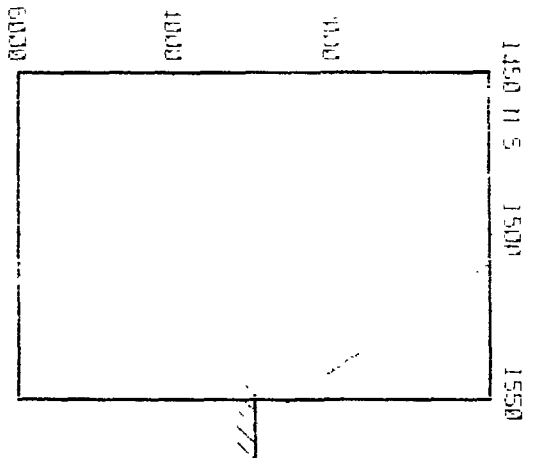
DB LOSS



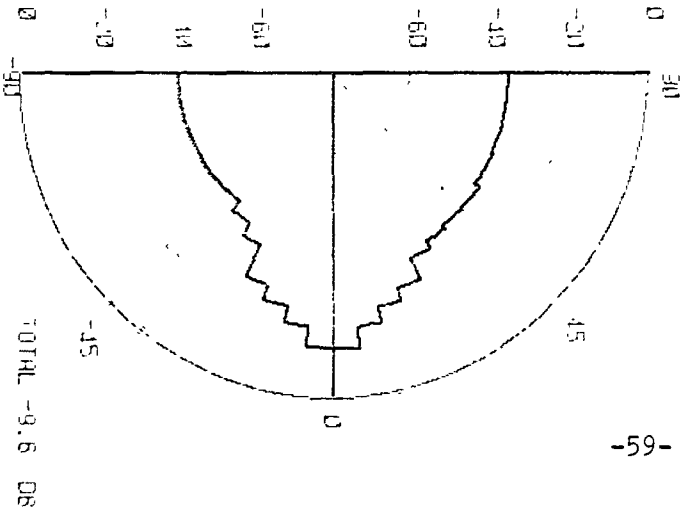
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



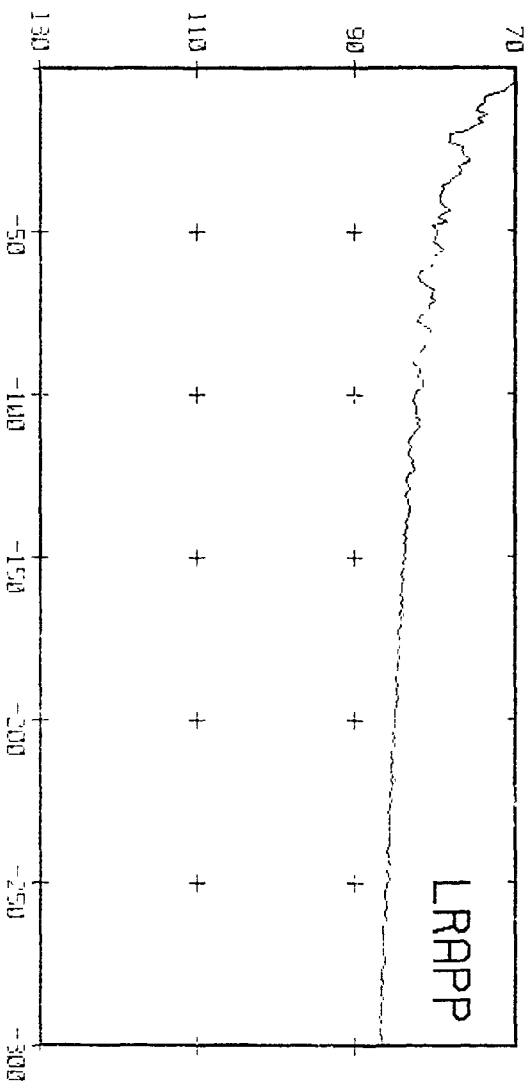


AREA 3B WINTER

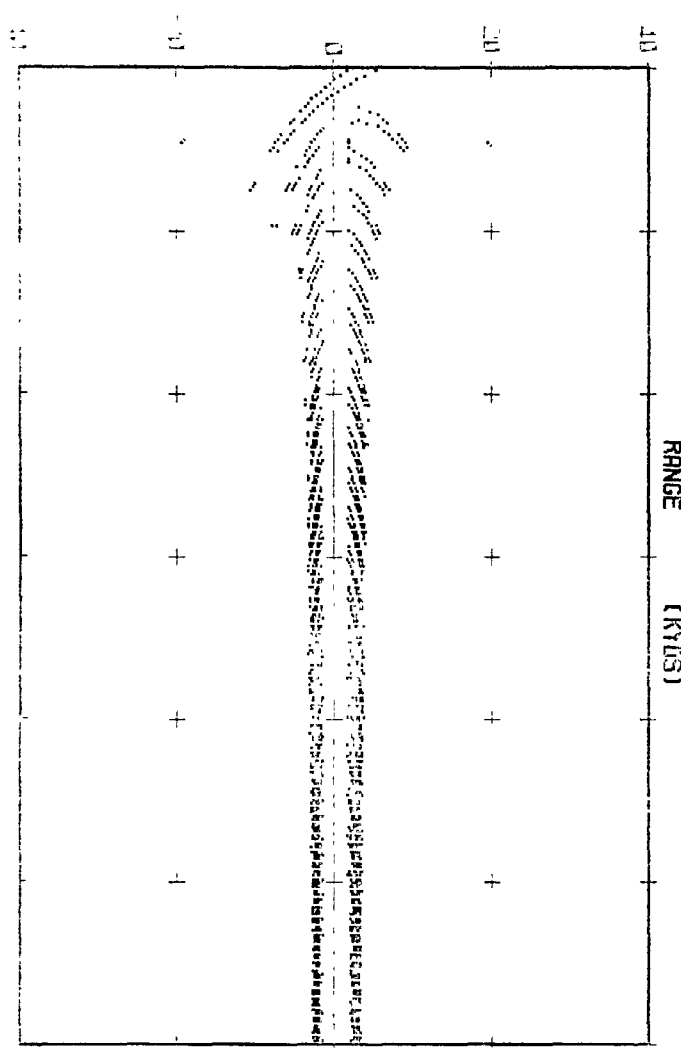
S 300 R 500 F 70

1450 M/3 1500 1550

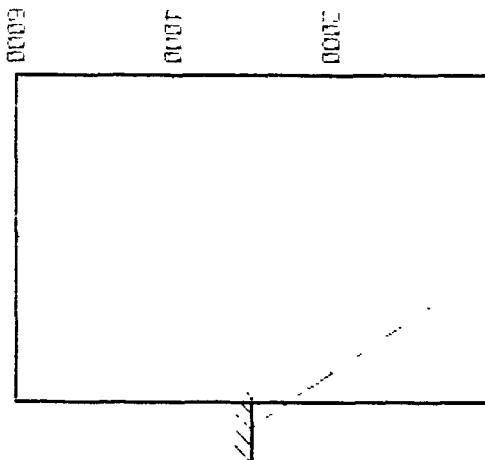
DB LOSS



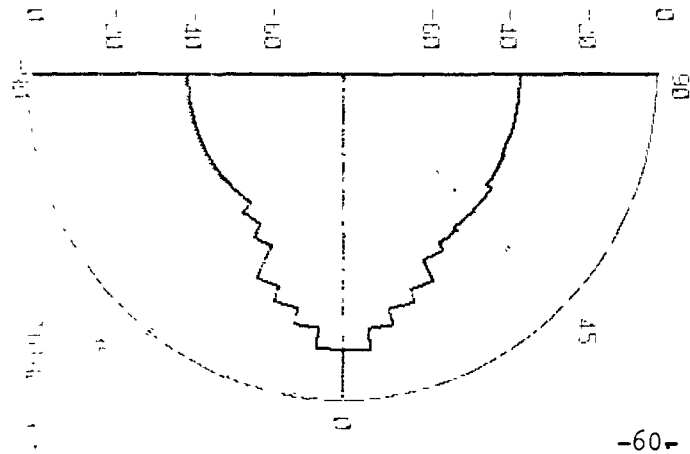
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

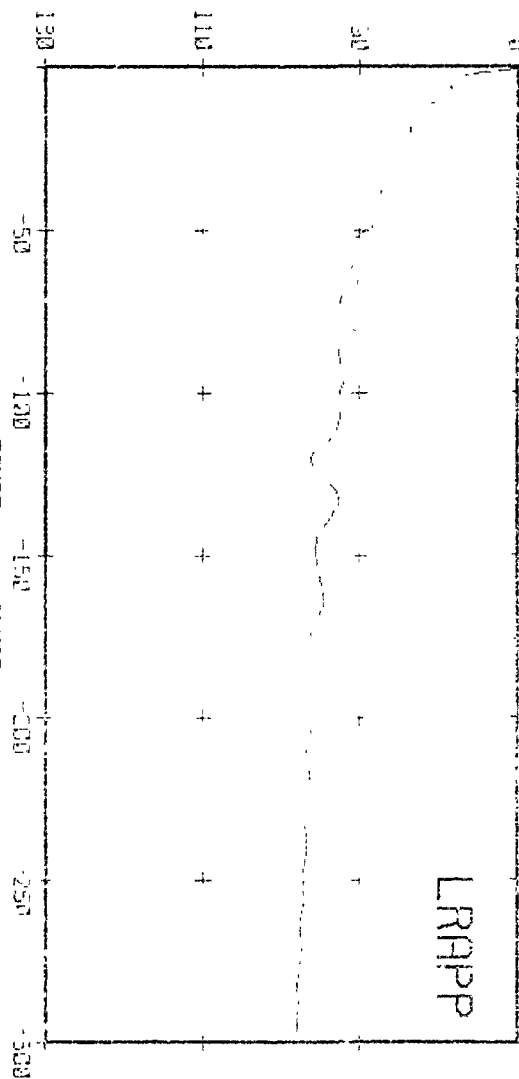


AREA 3B HINTER

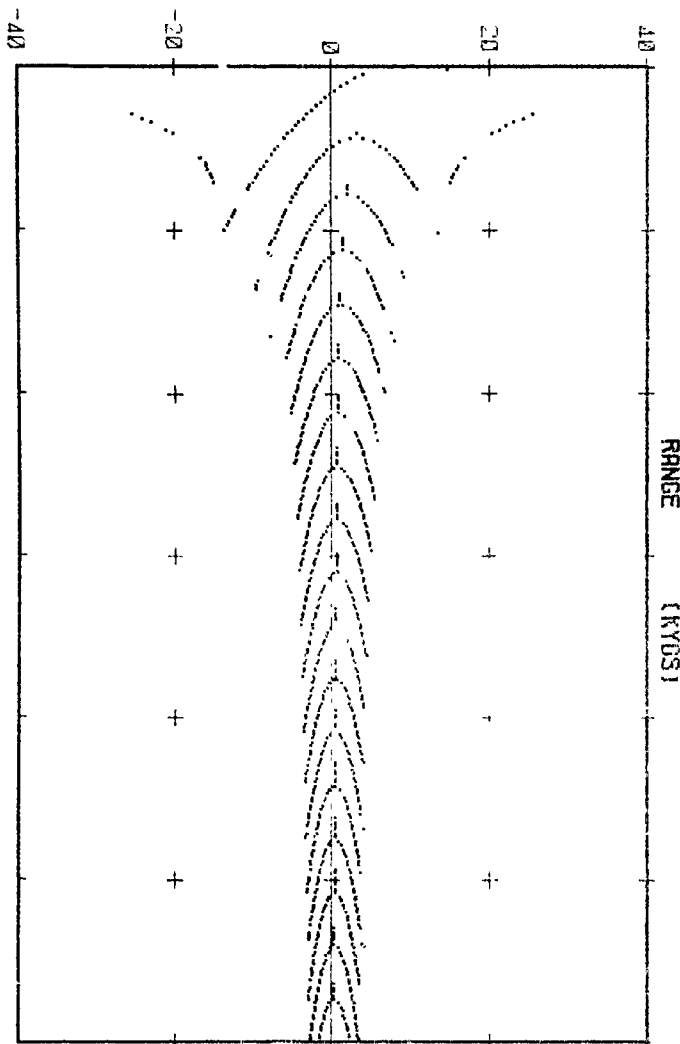
S 20 R 1000 F 70

1450 11/5 1500 1550

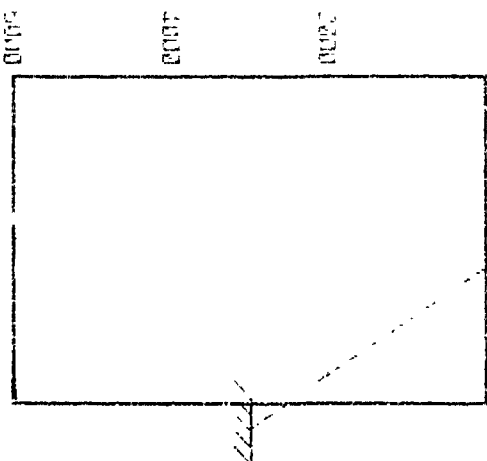
DB LOSS



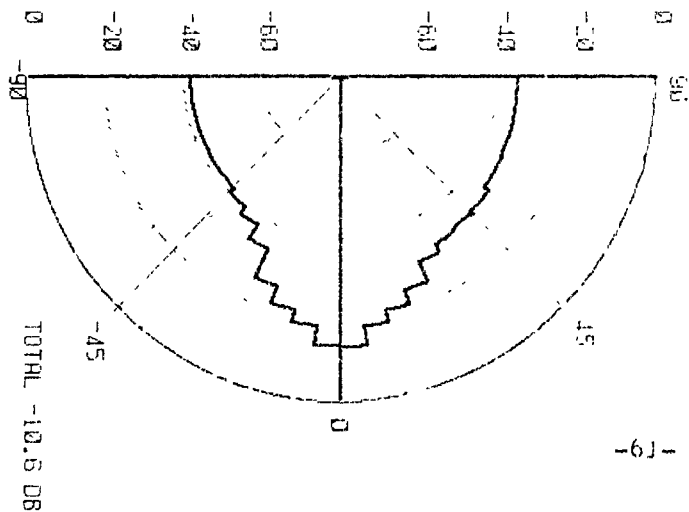
PRRIVAL ANGLE

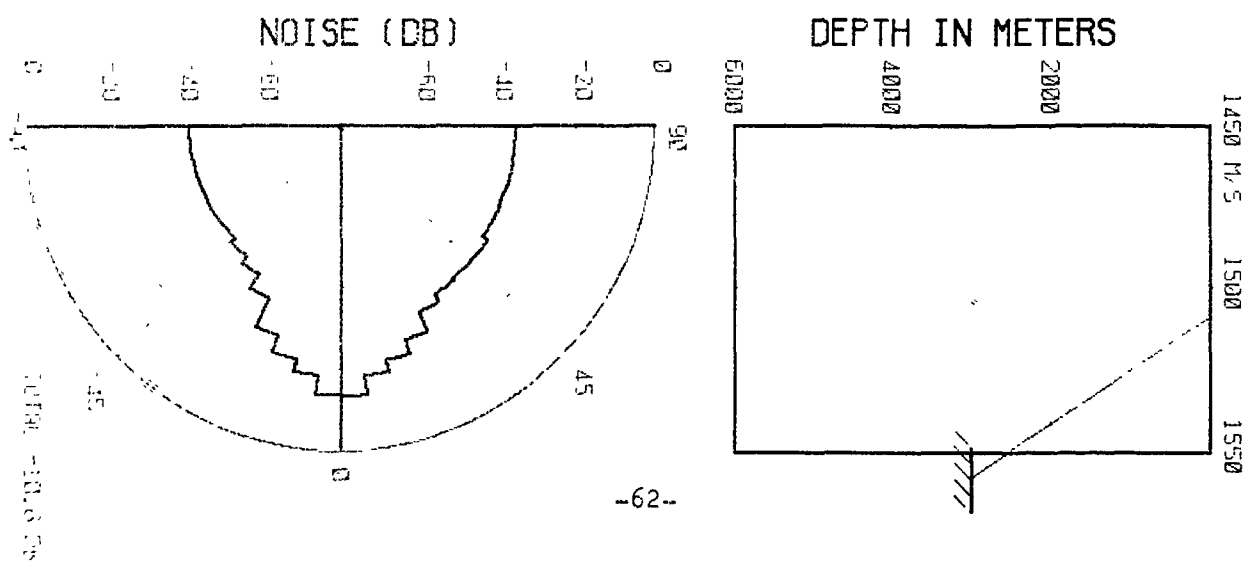
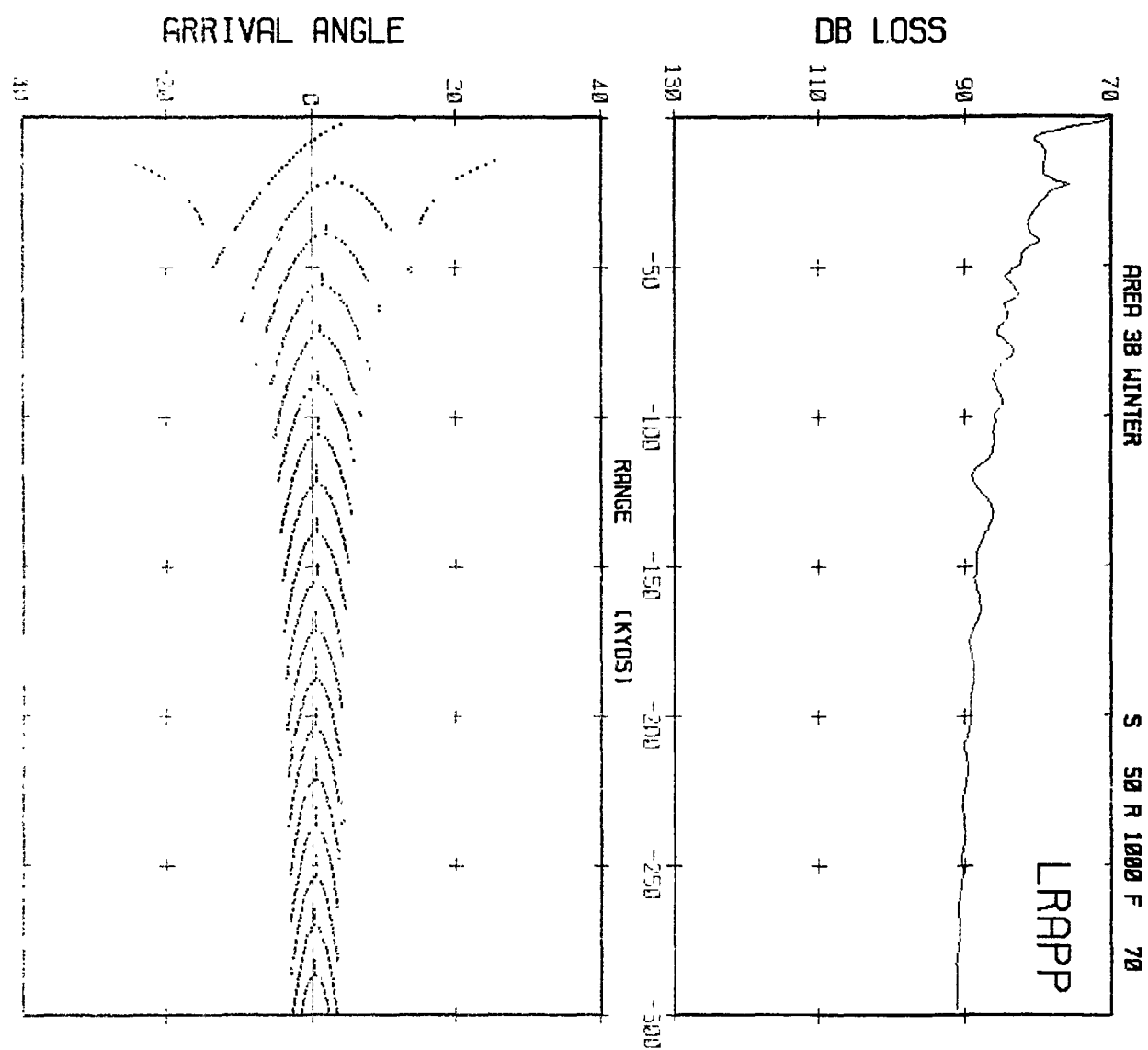


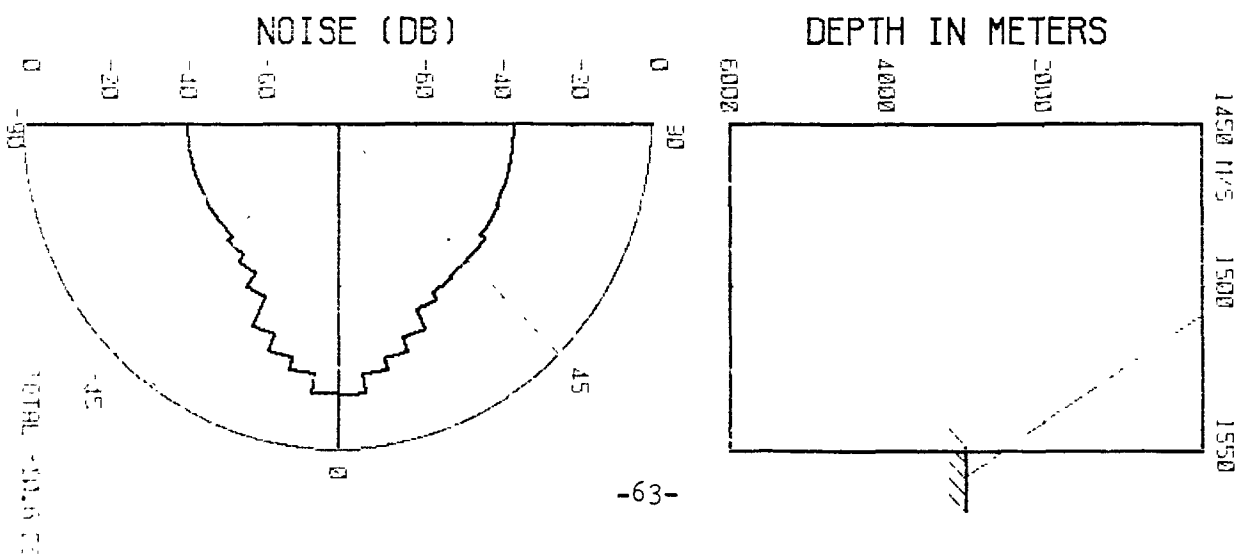
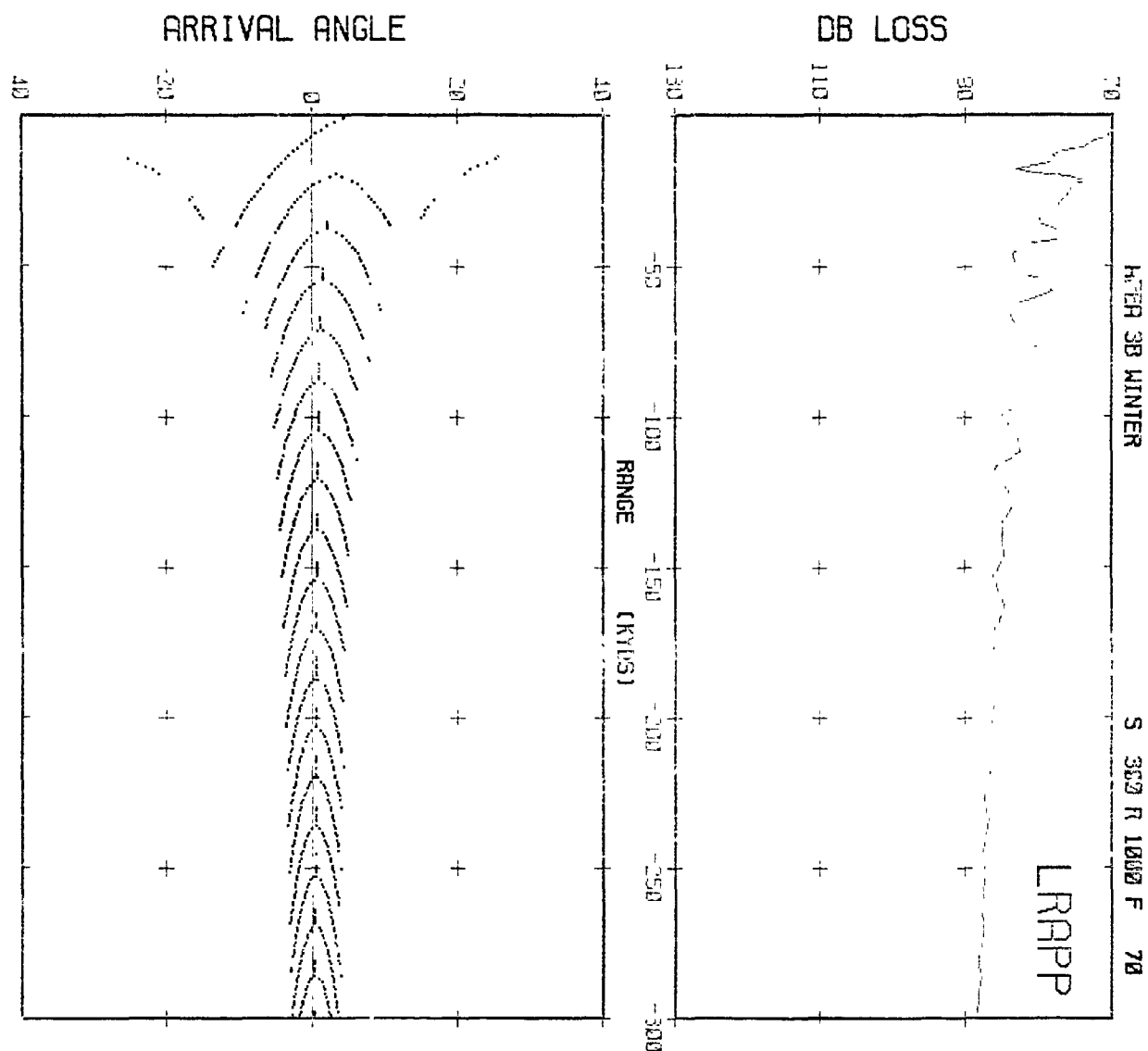
DEPTH IN METERS

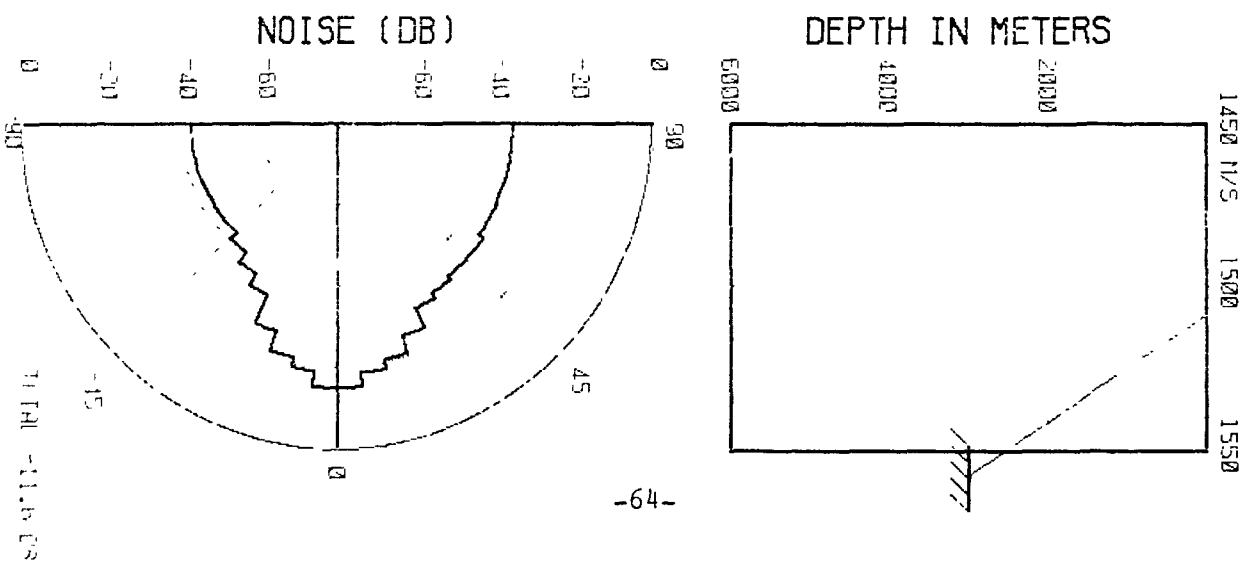
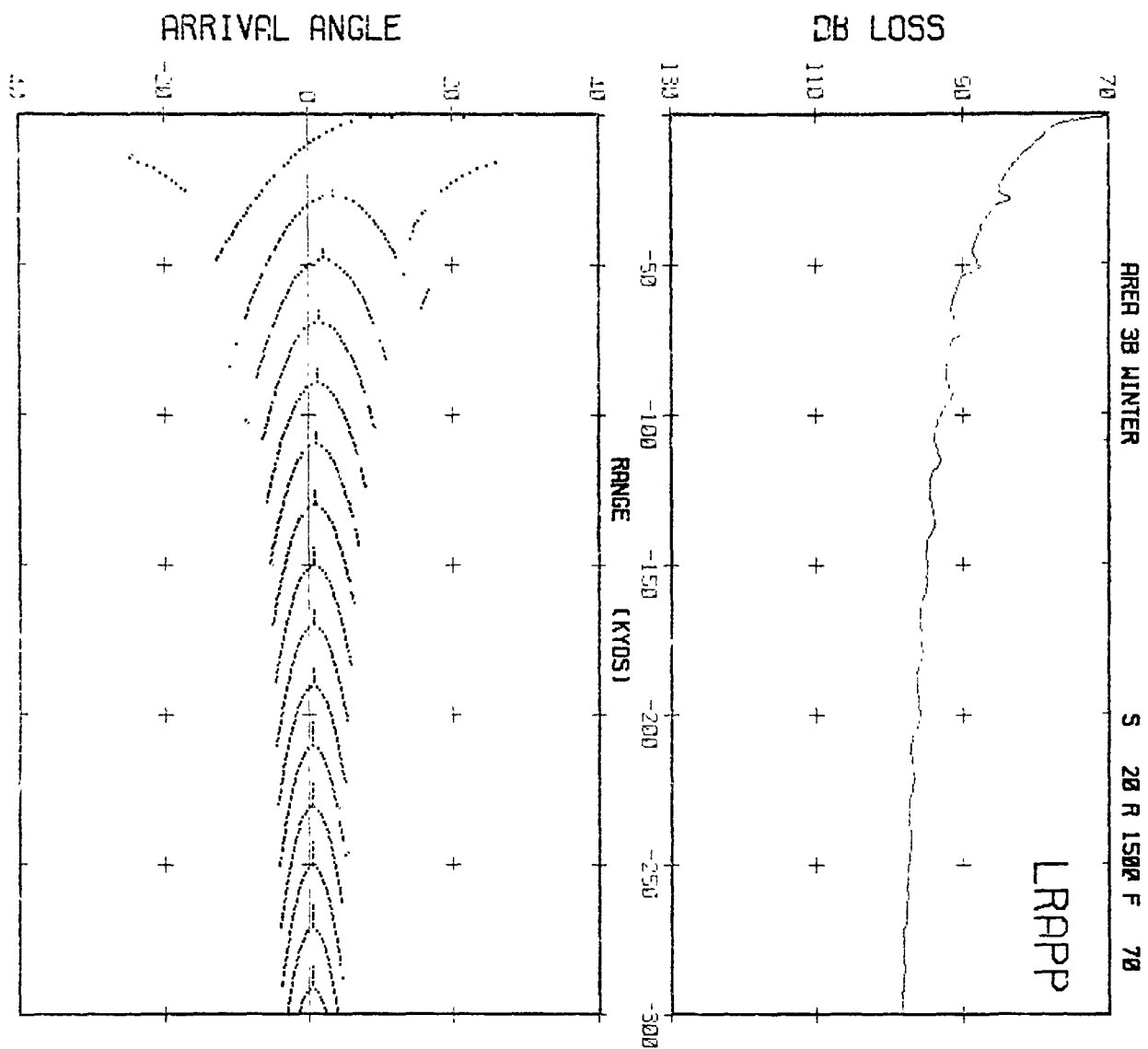


NOISE (DB)





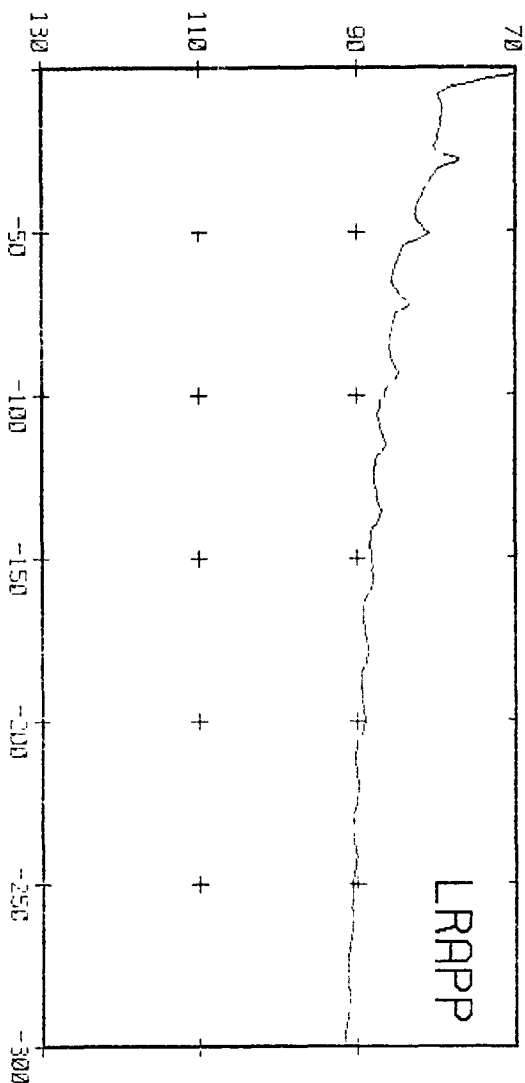




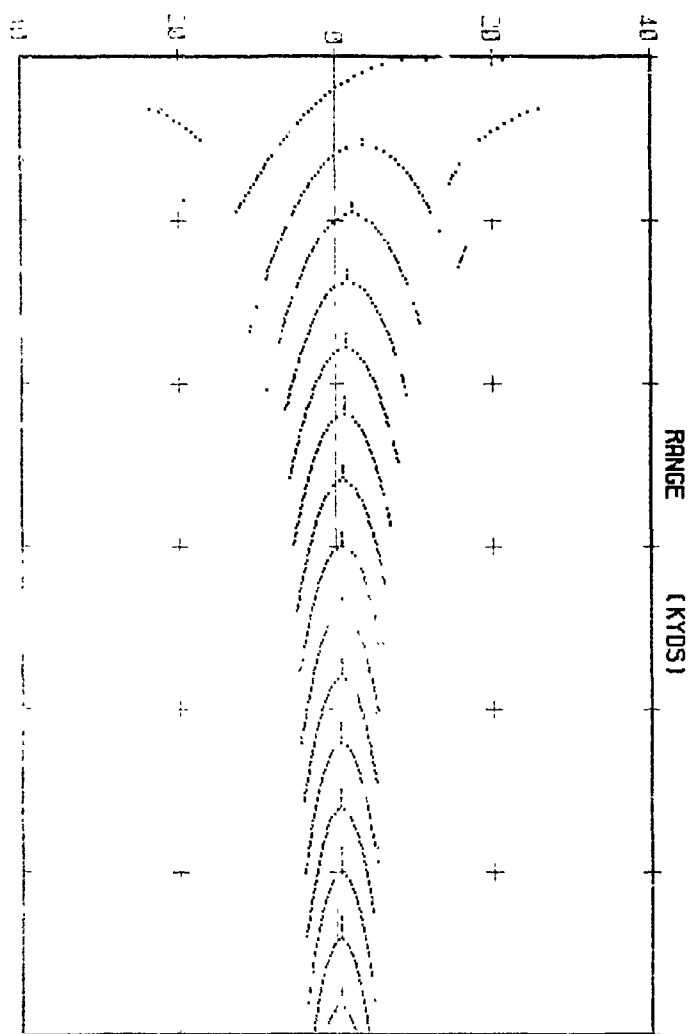
AREA 3B WINTER

S 50 R 1503 F 70

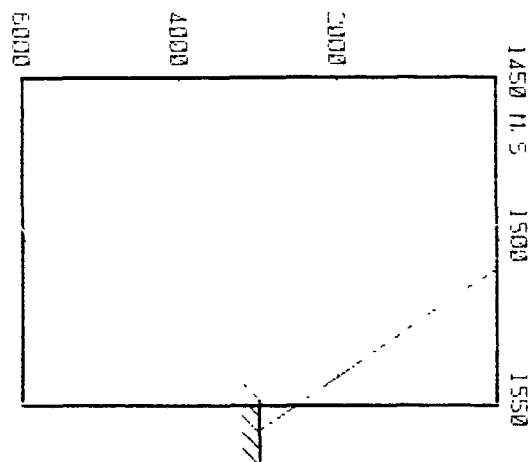
DB LOSS



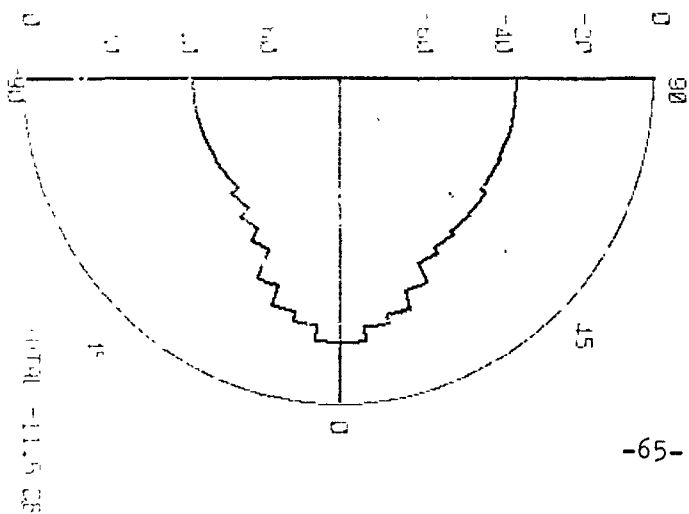
ARRIVAL ANGLE

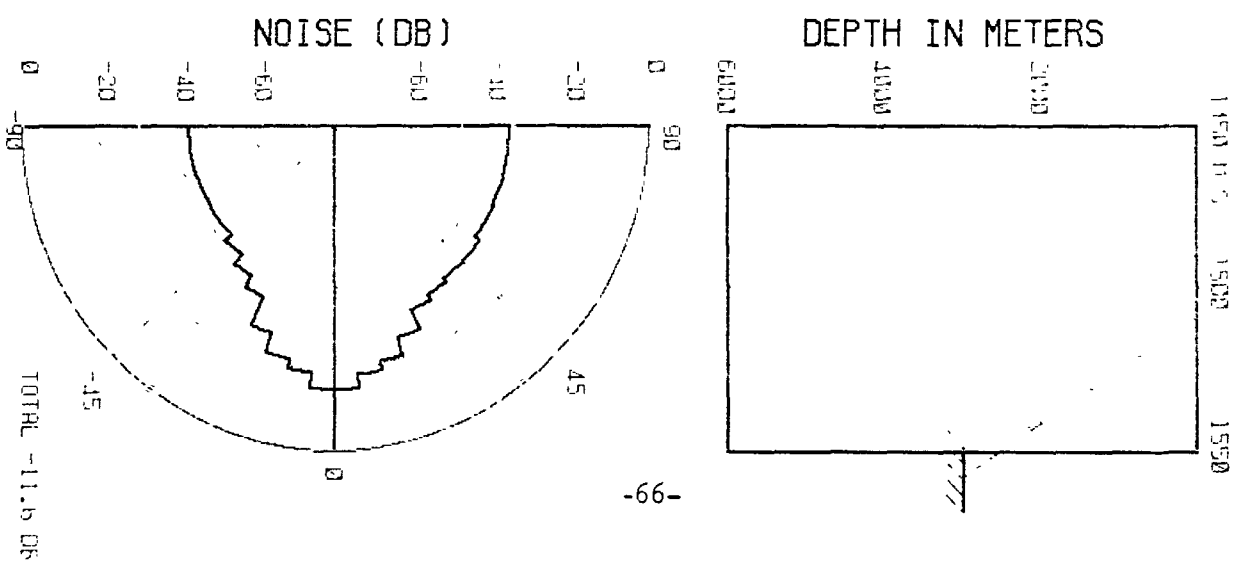
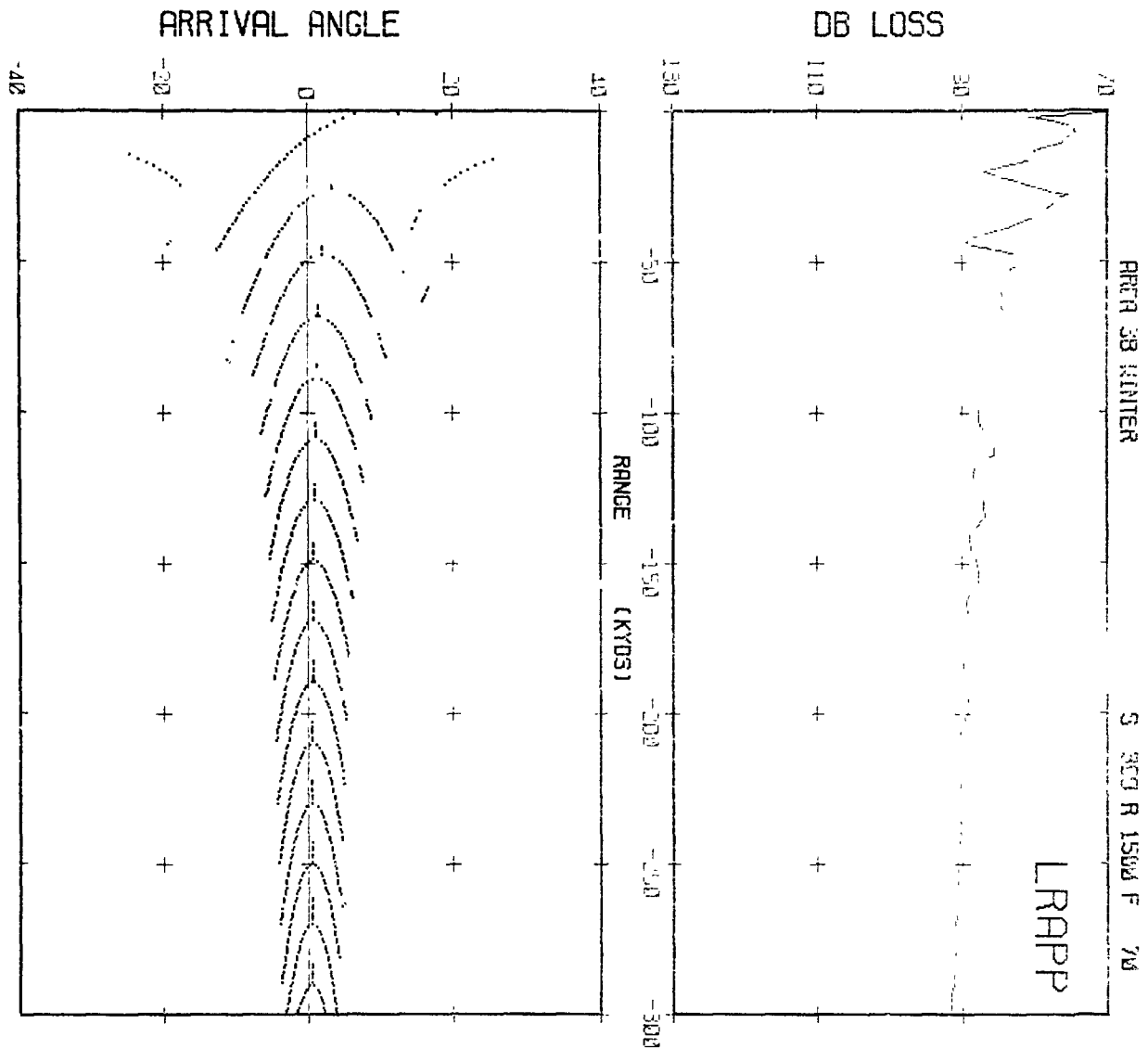


DEPTH IN METERS



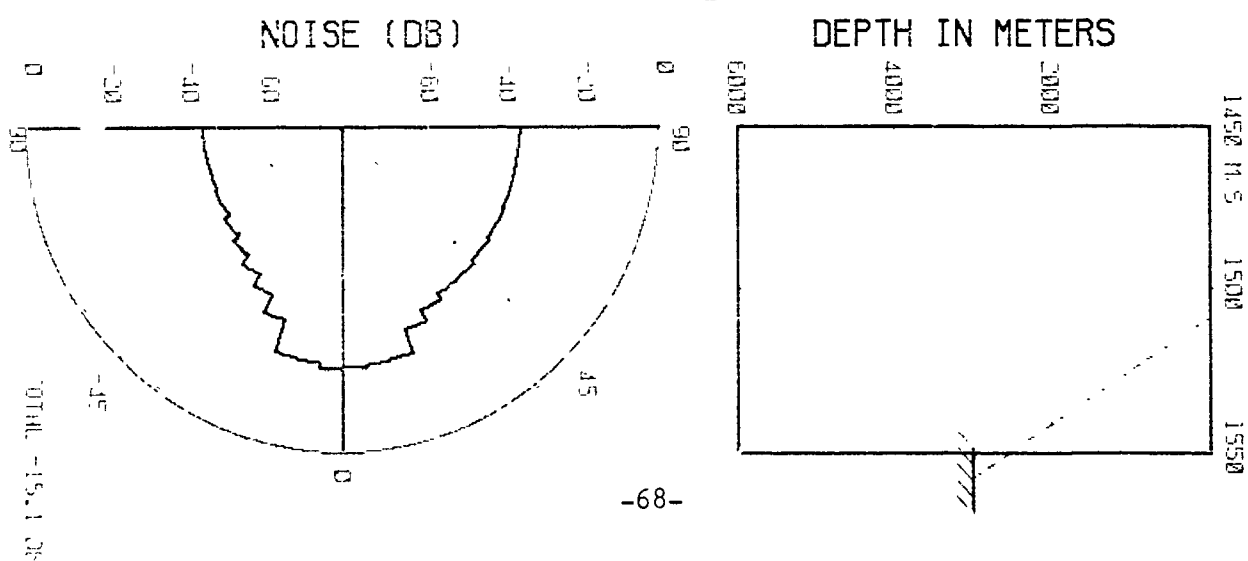
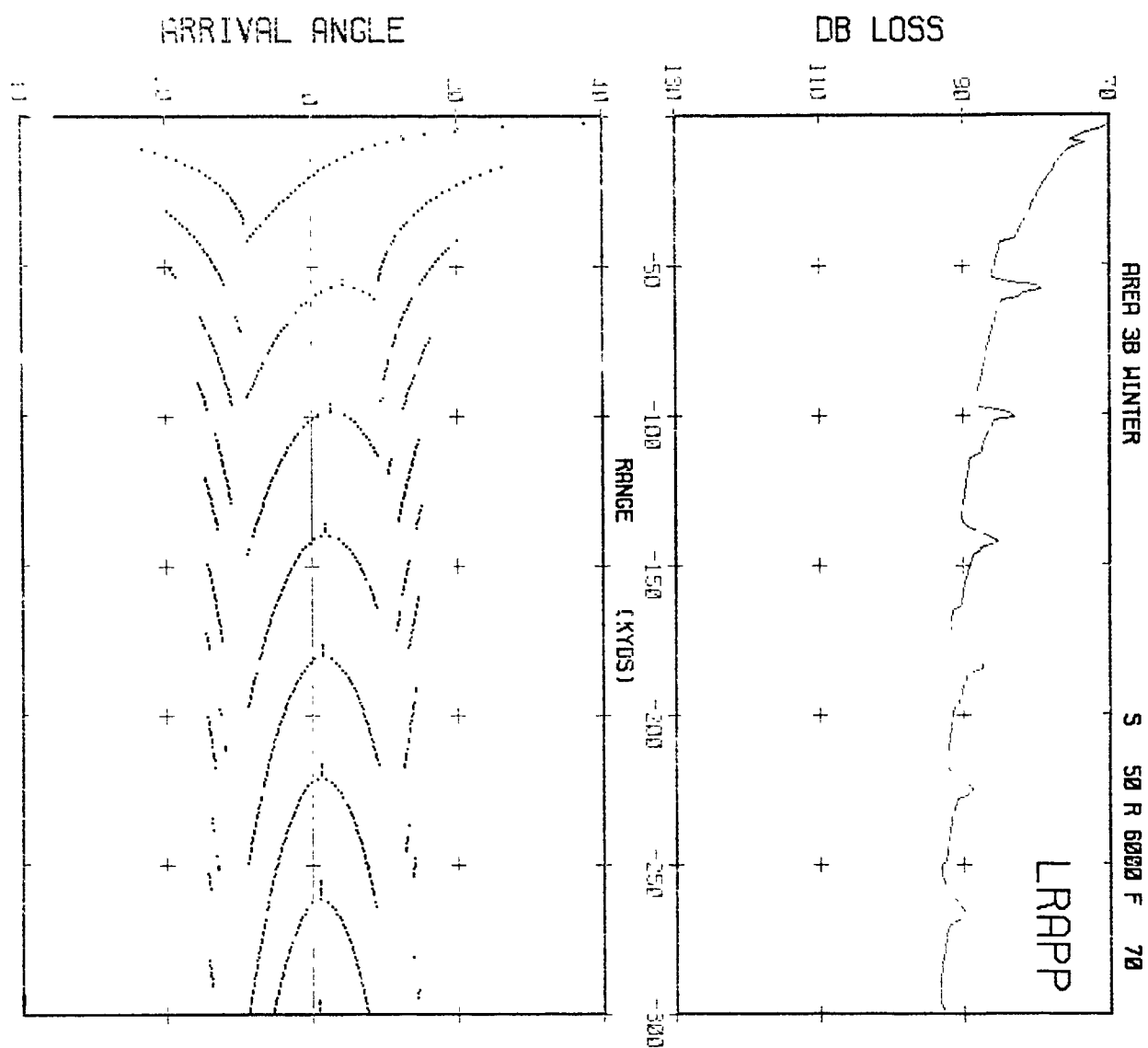
NOISE (DB)









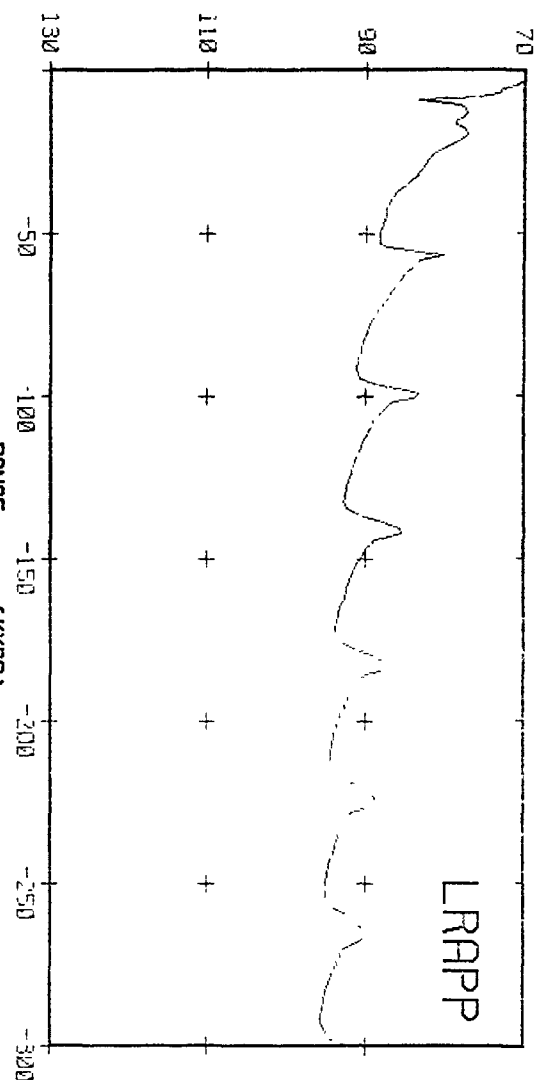


AREA 3B WINTER

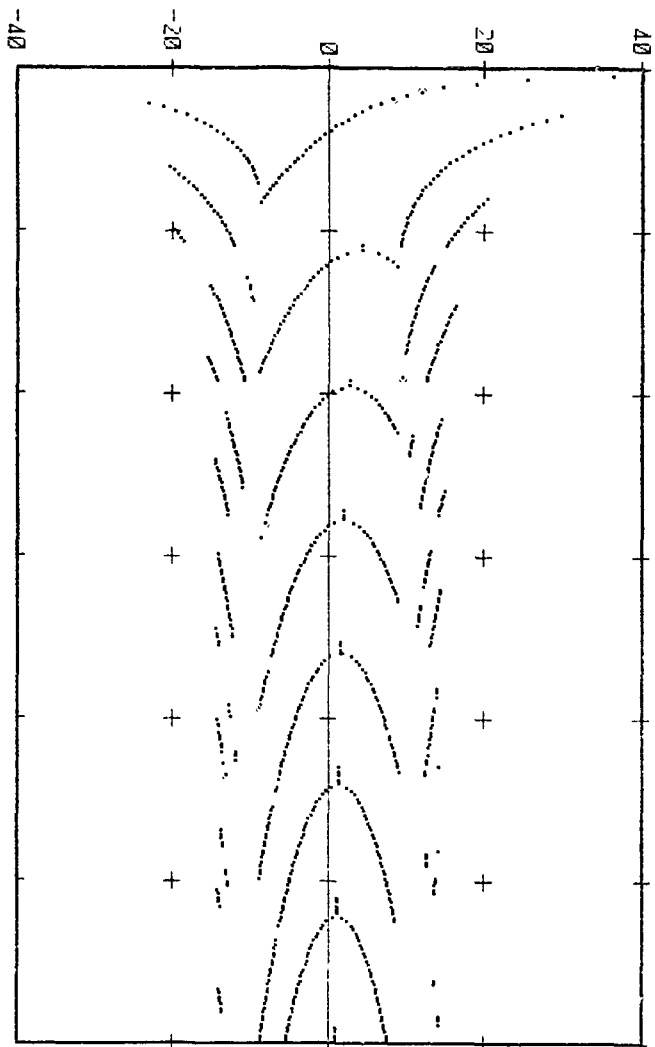
S 300 R 6000 F 70

LRAPP

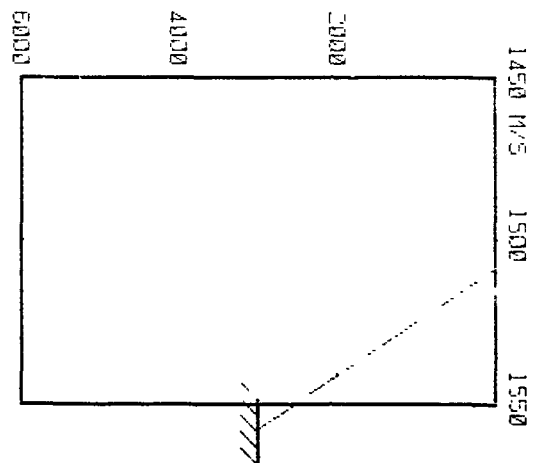
DB LOSS



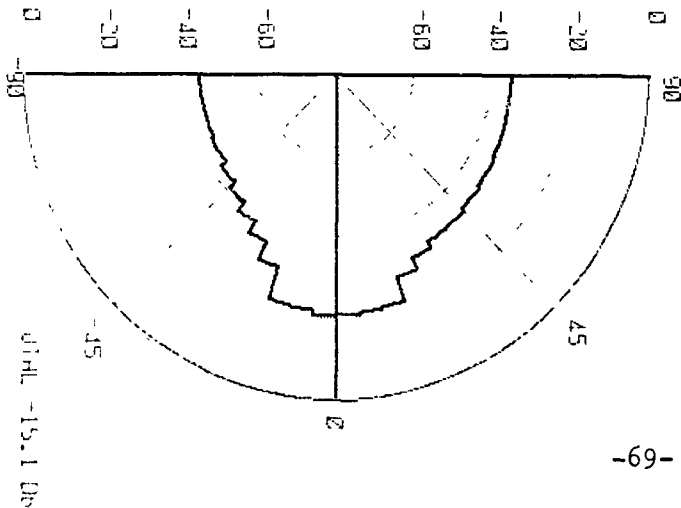
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

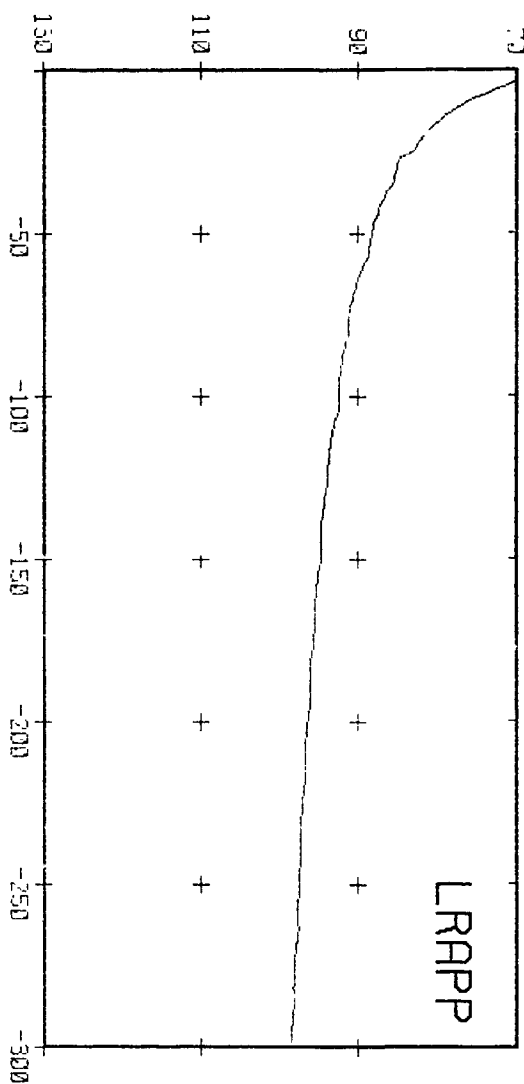


AREA 3B WINTER

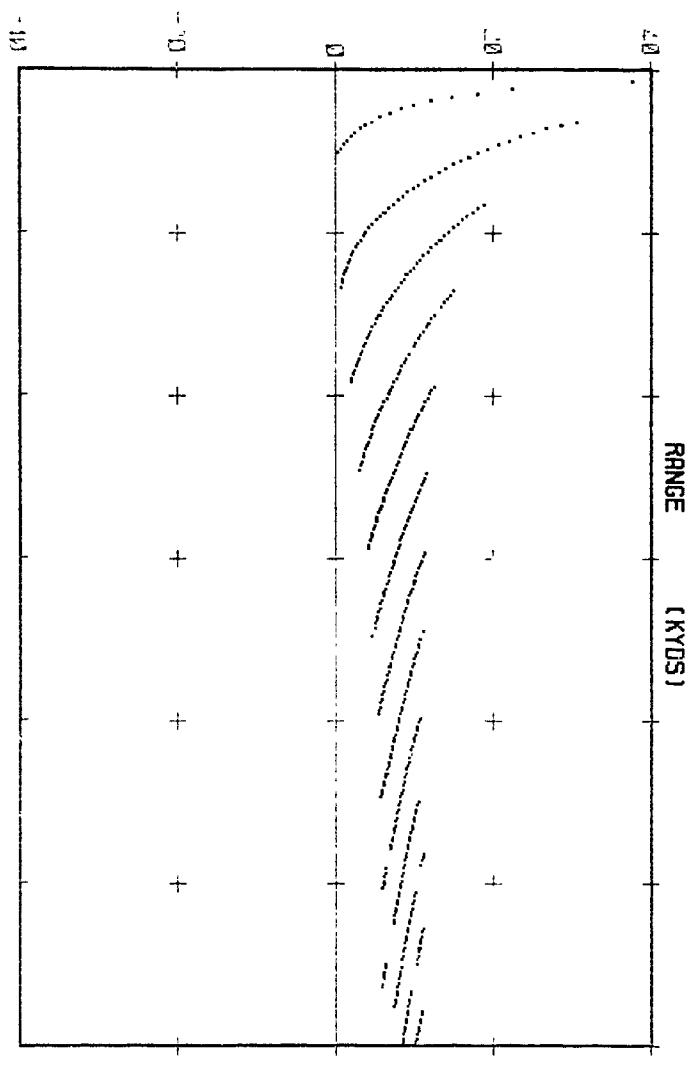
S 20 R 9842 F 70

1450 M/S 1500 1550

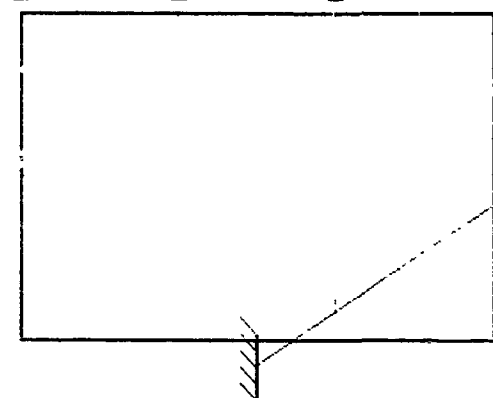
DB LOSS



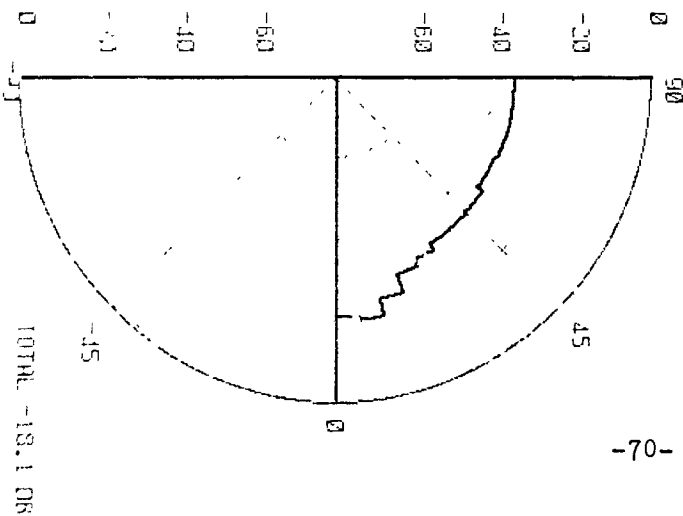
ARRIVAL ANGLE



DEPTH IN METERS



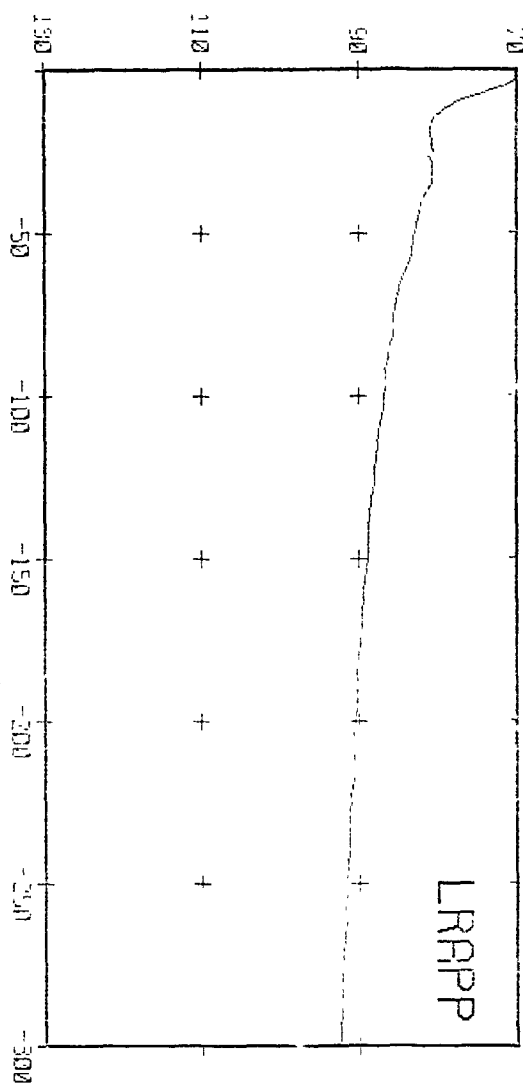
NOISE (DB)



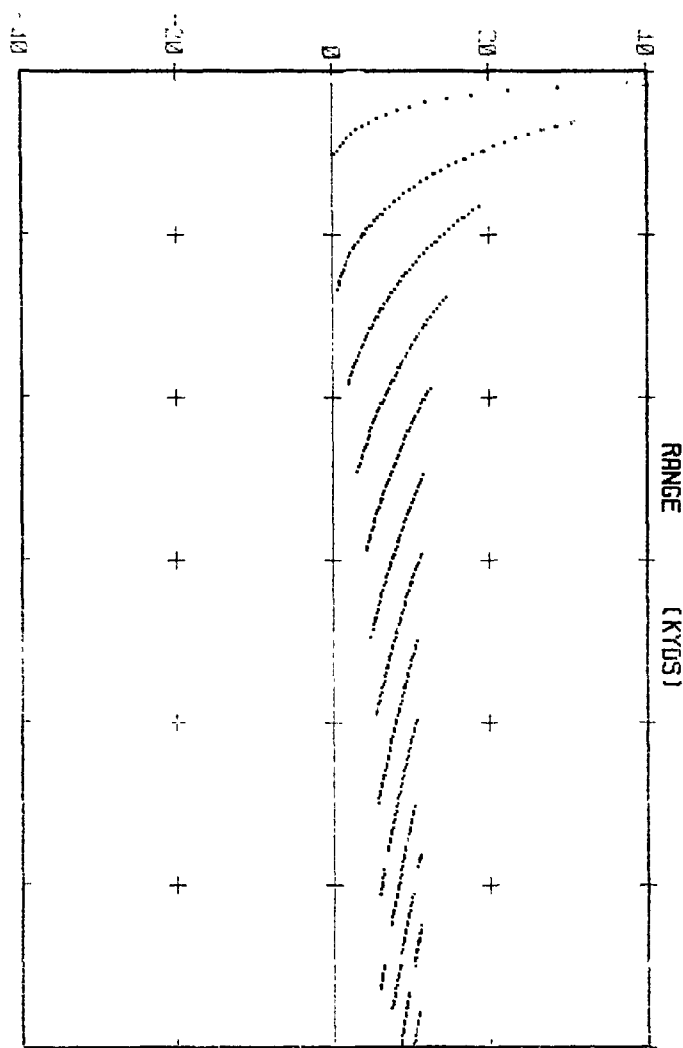
AREA 3B WINTER

S 50 R 9842 F 70

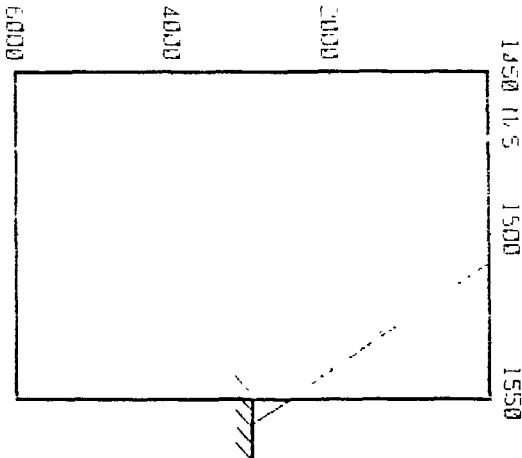
DB LOSS



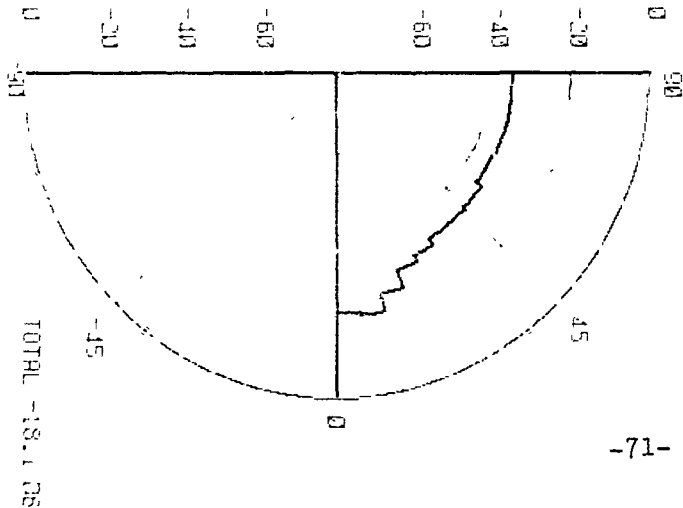
ARRIVAL ANGLE

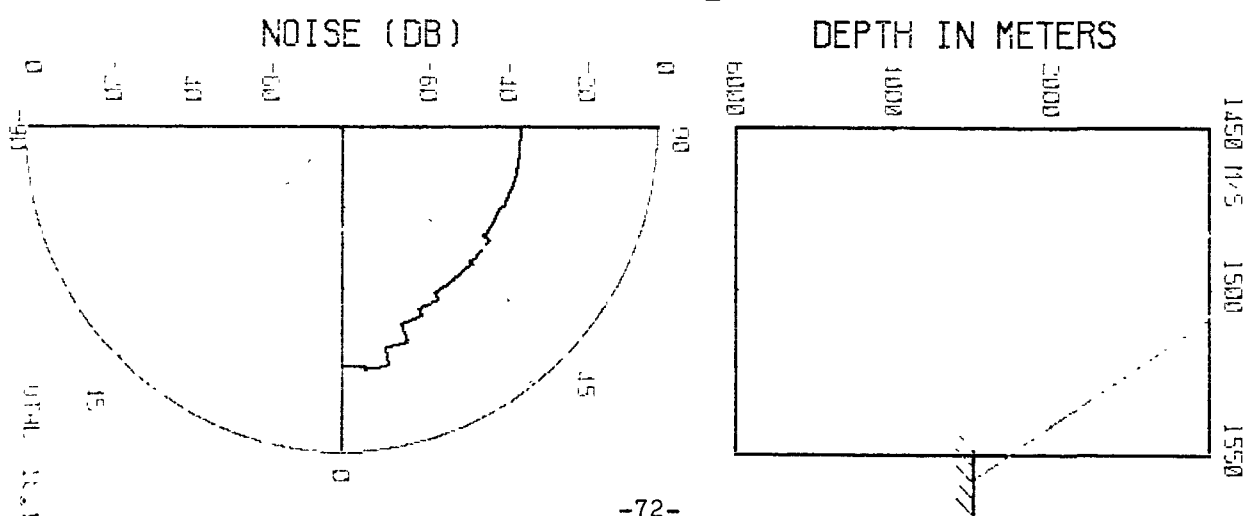
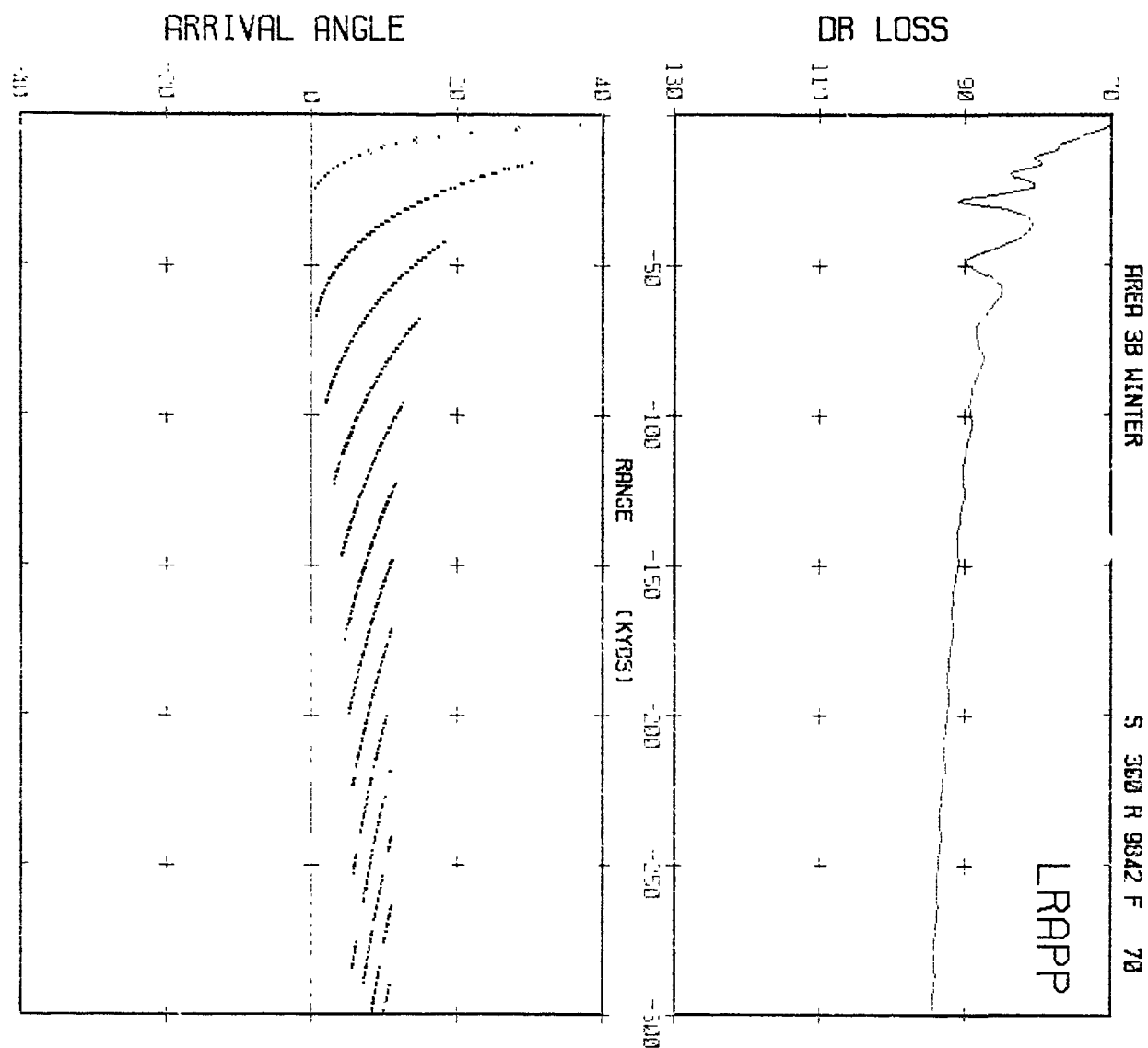


DEPTH IN METERS



NOISE (DB)

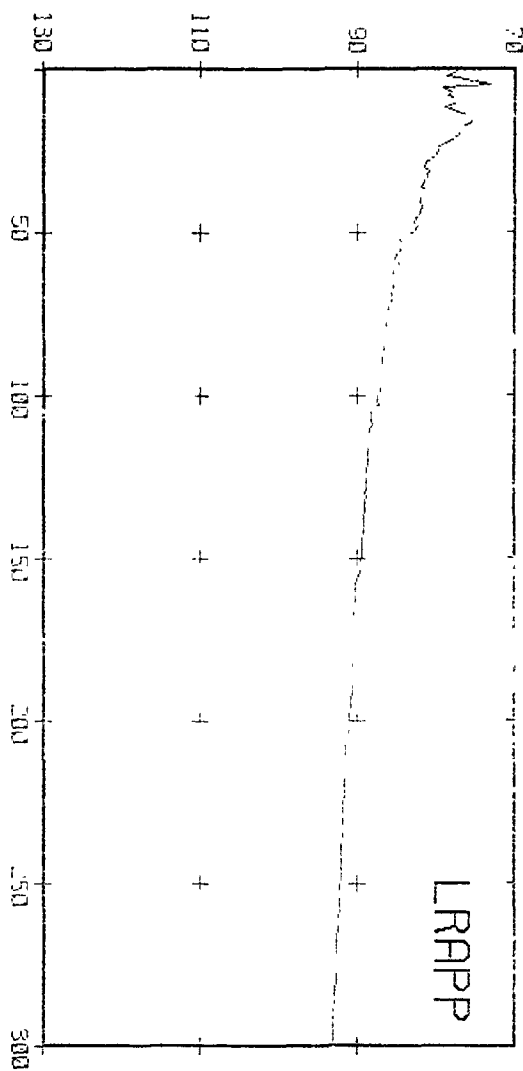




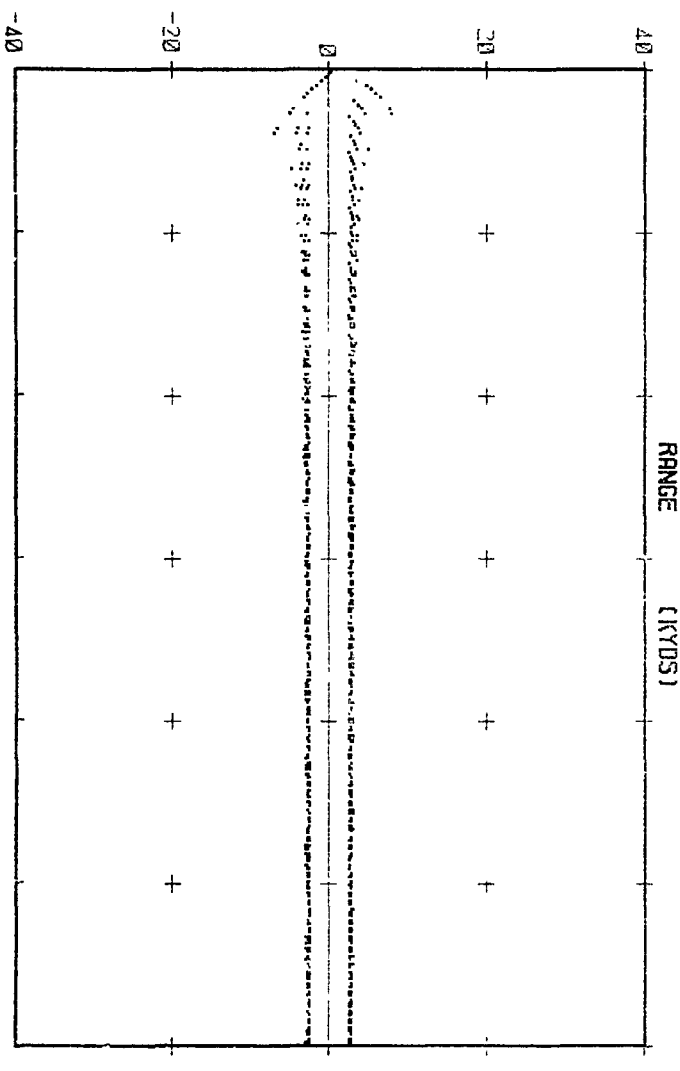
AREA 3B WINTER

S 20 R 60 F 15M

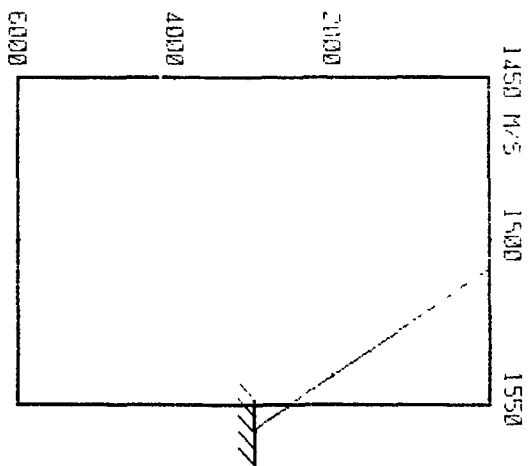
DB LOSS



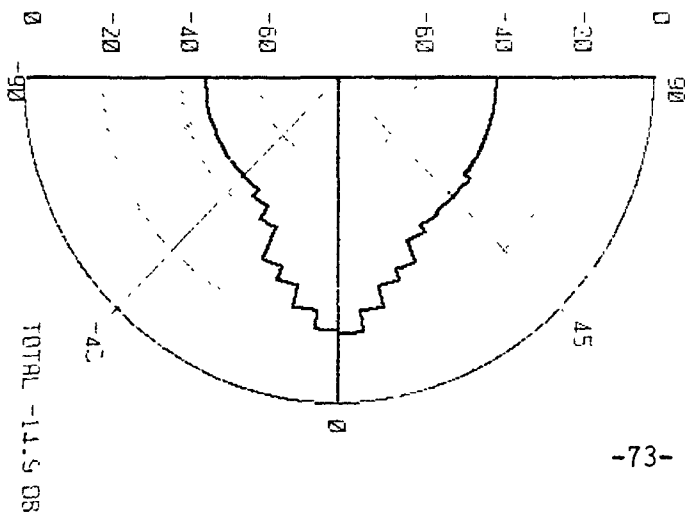
ARRIVAL ANGLE

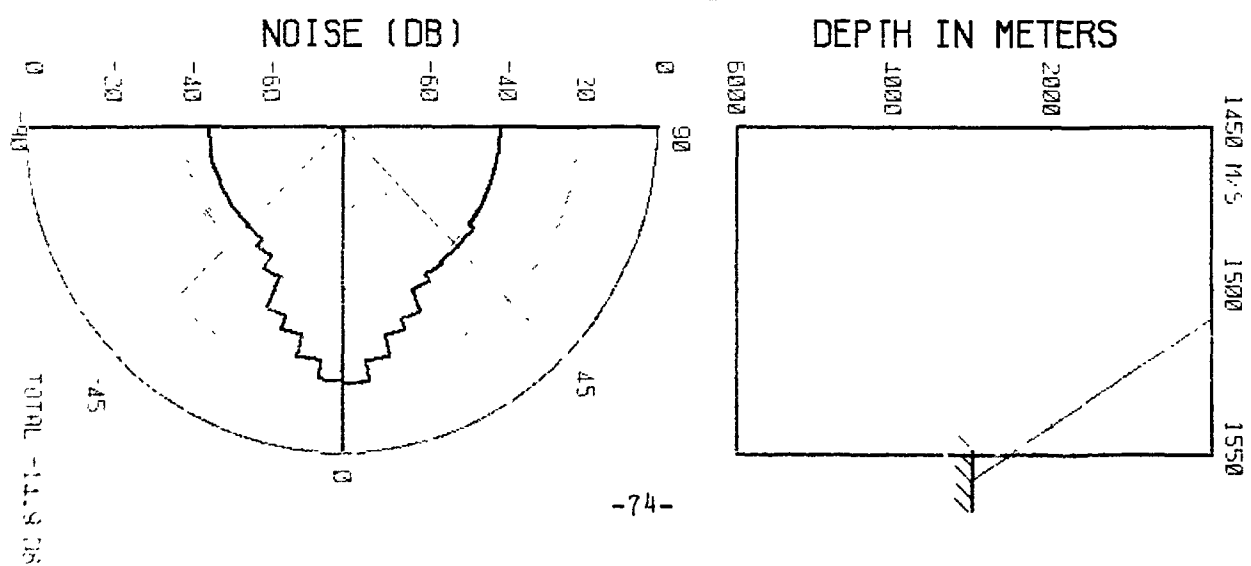
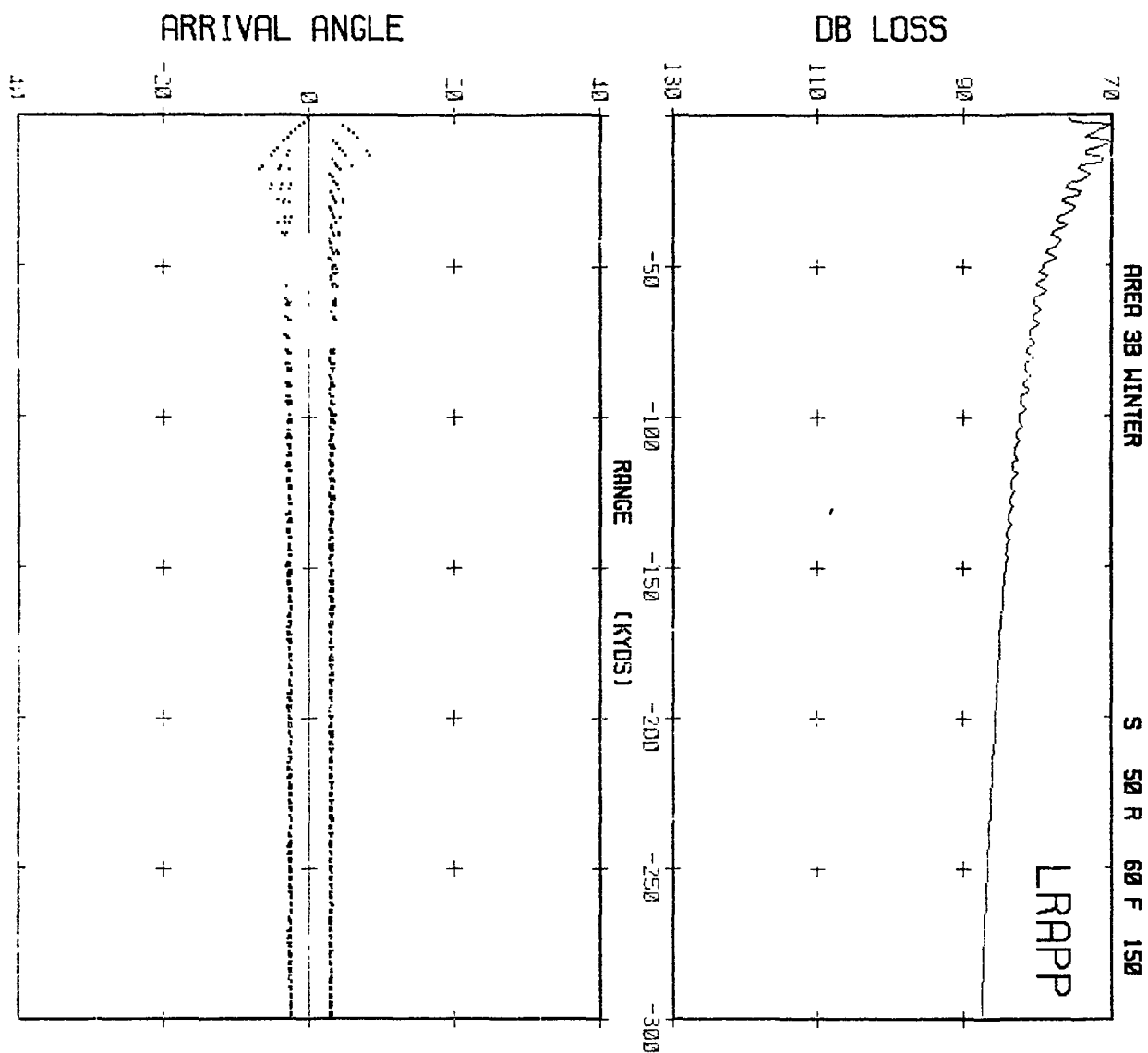


DEPTH IN METERS



NOISE (DB)



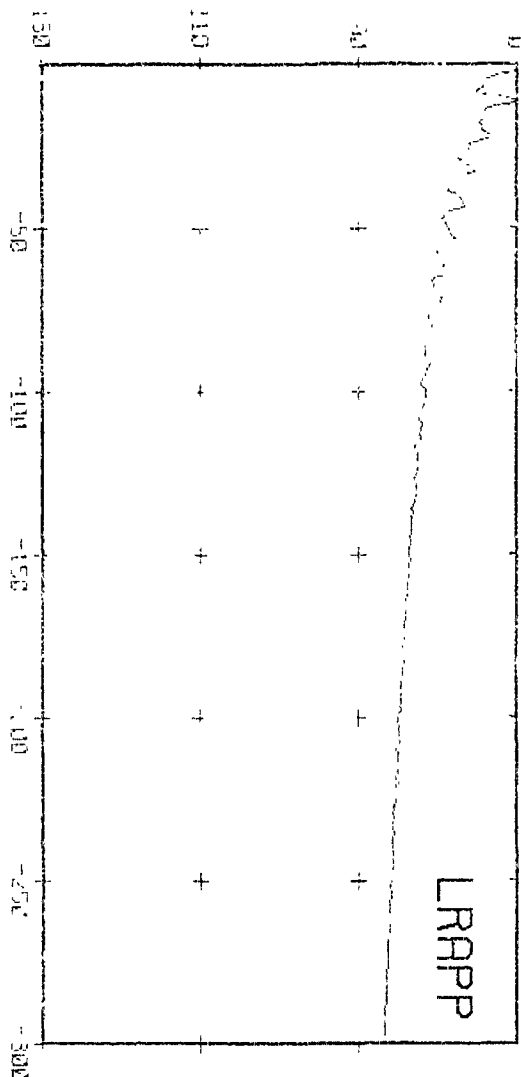


AREA 3B WINTER

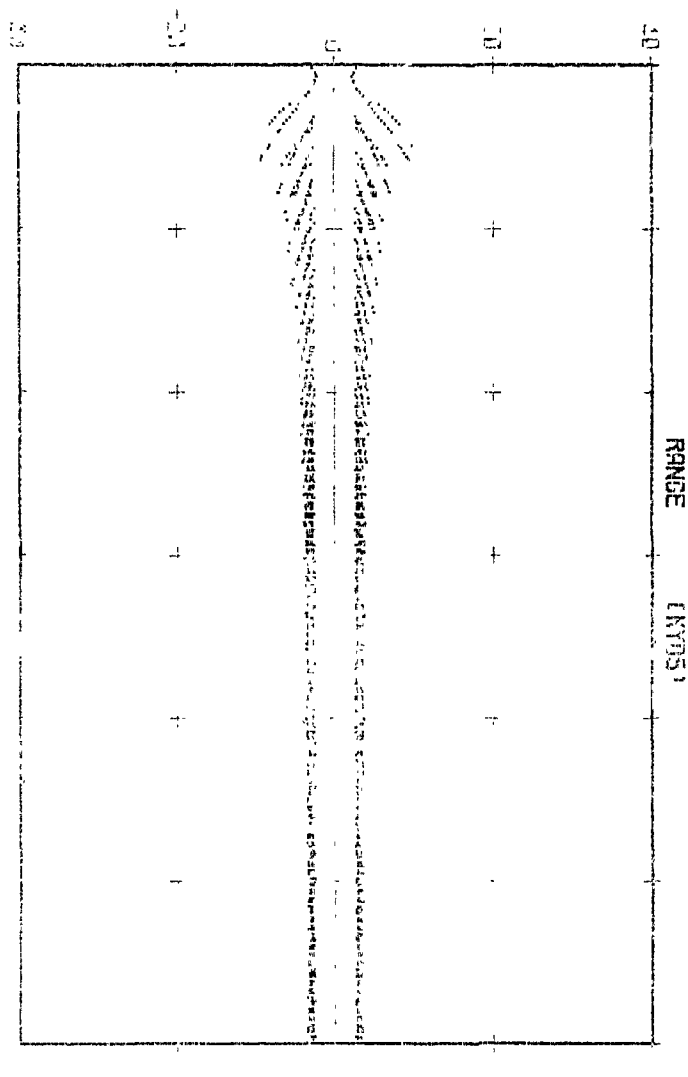
S 300 R 60 F 150

1450 1455 1500 1550

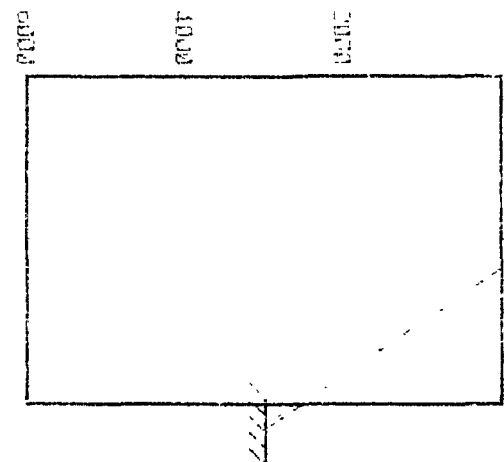
DB LOSS



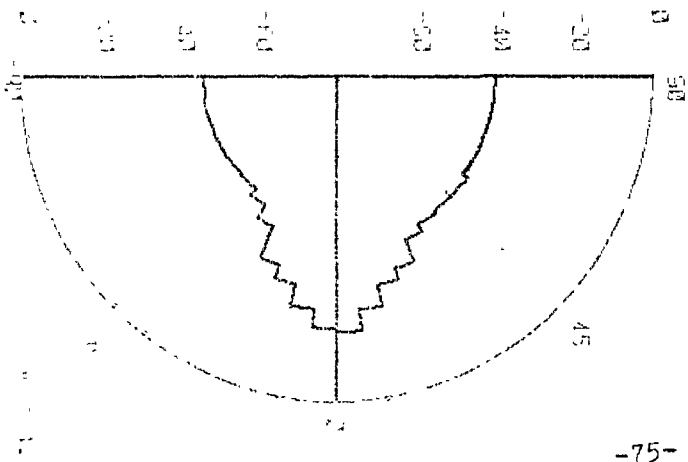
ARRIVAL ANGLE



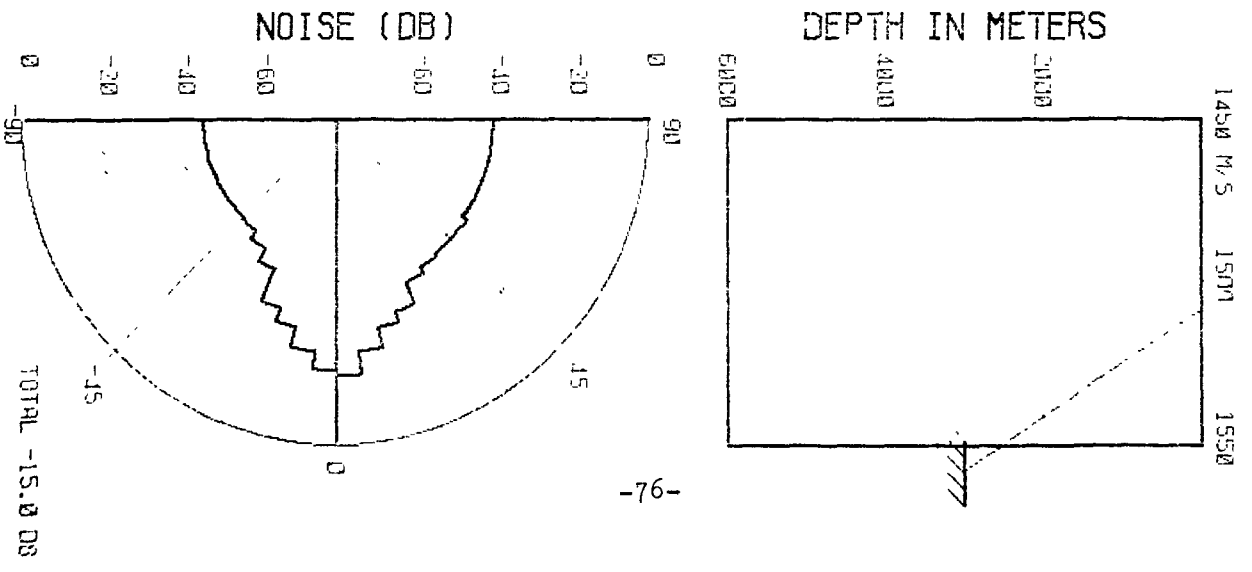
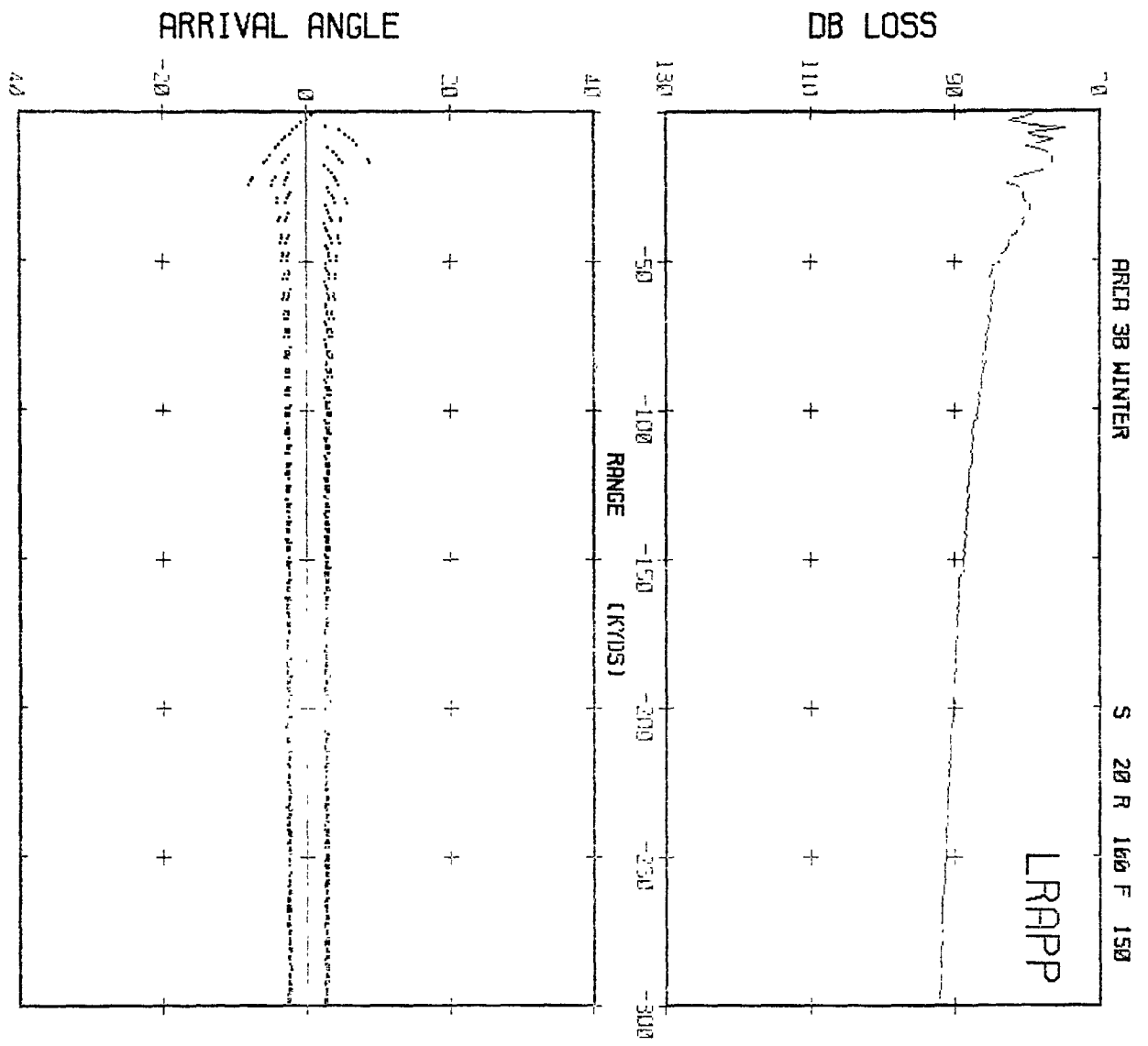
DEPTH IN METERS



NOISE (DB)





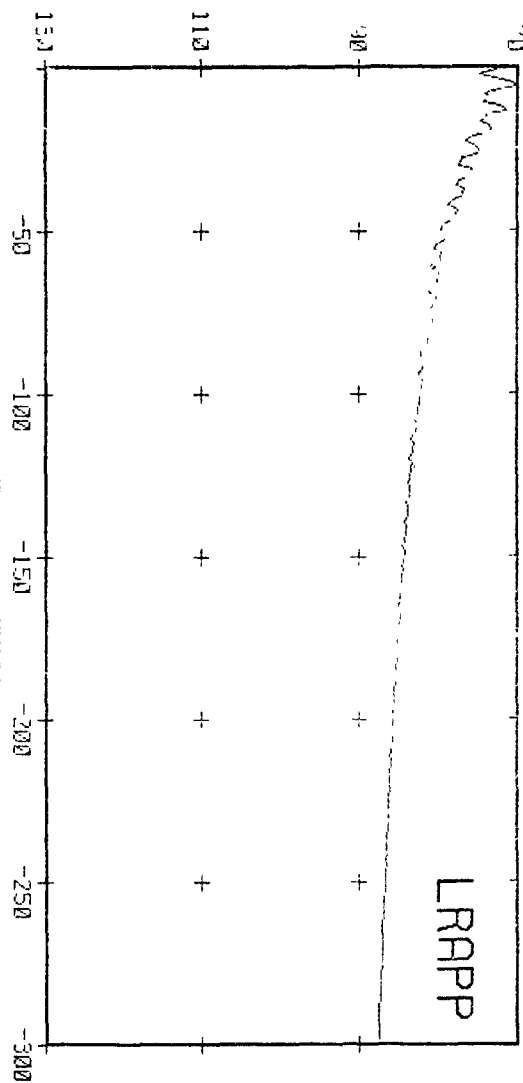


AREA 3B WINTER

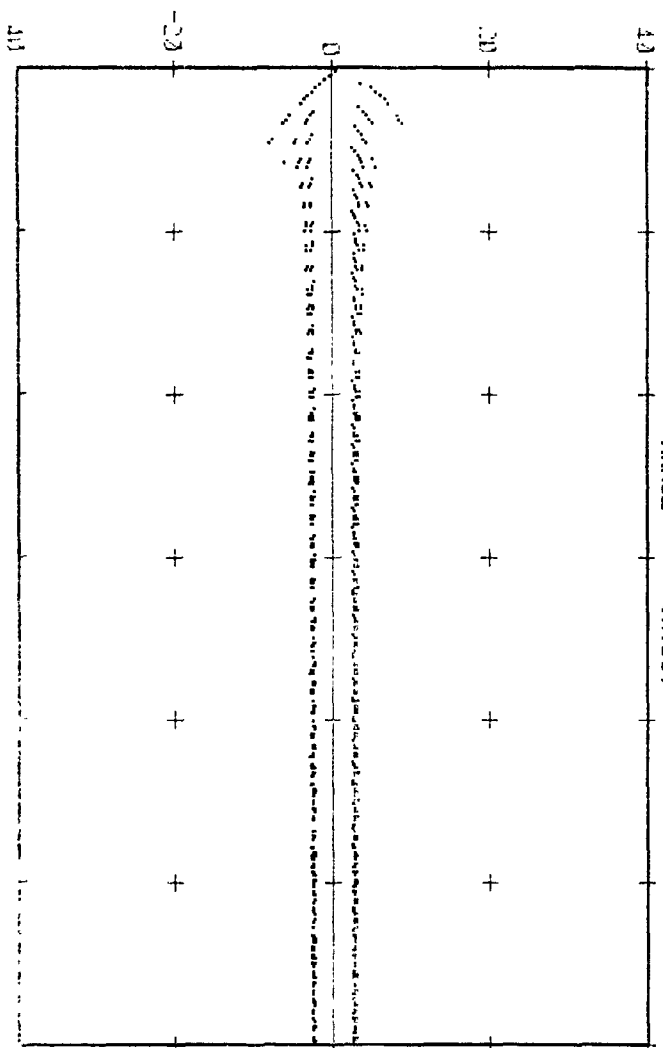
S 50 R 100 F 150

1450 11-5 1500 1550

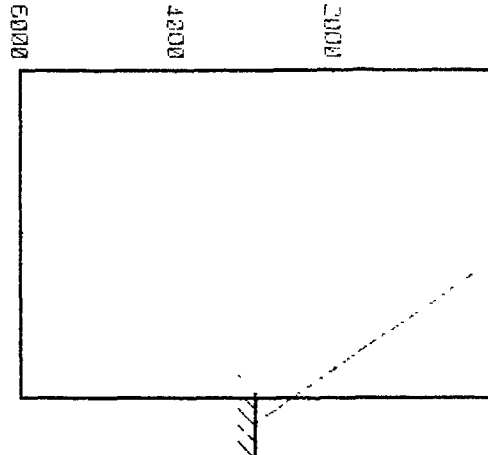
DB LOSS



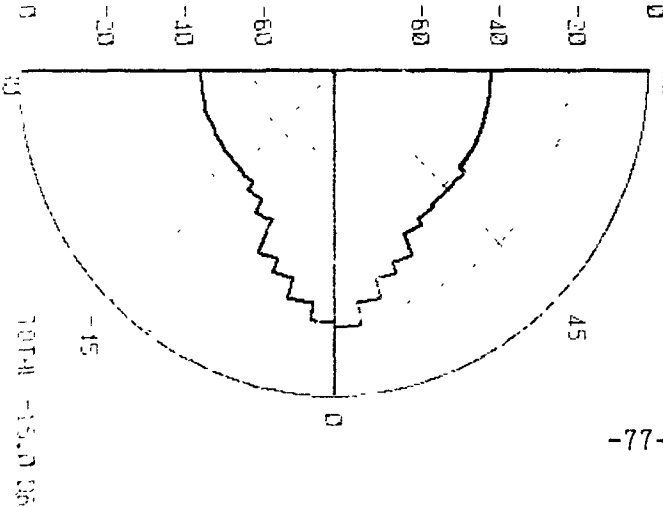
ARRIVAL ANGLE



DEPTH IN METERS



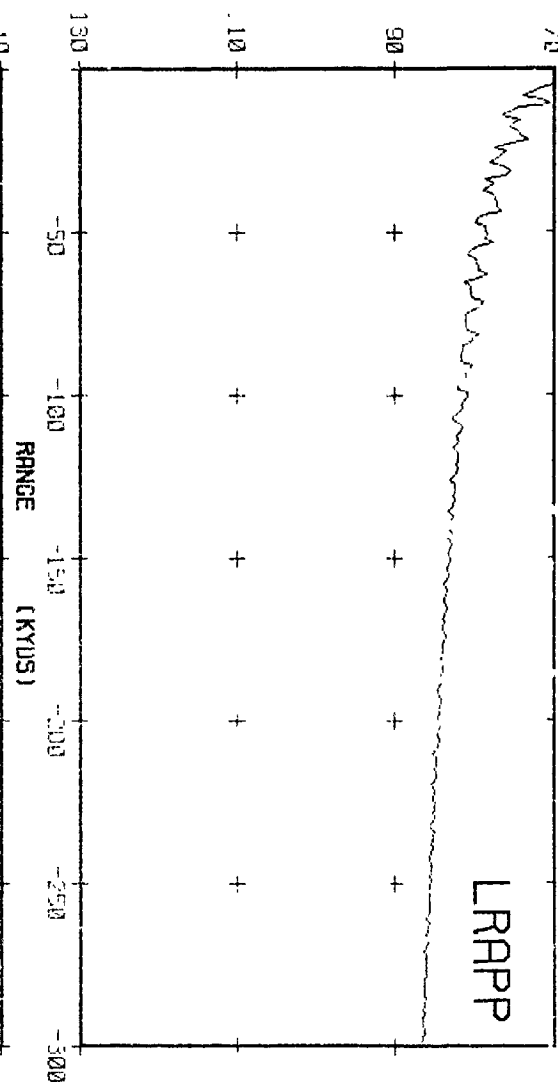
NOISE (DB)



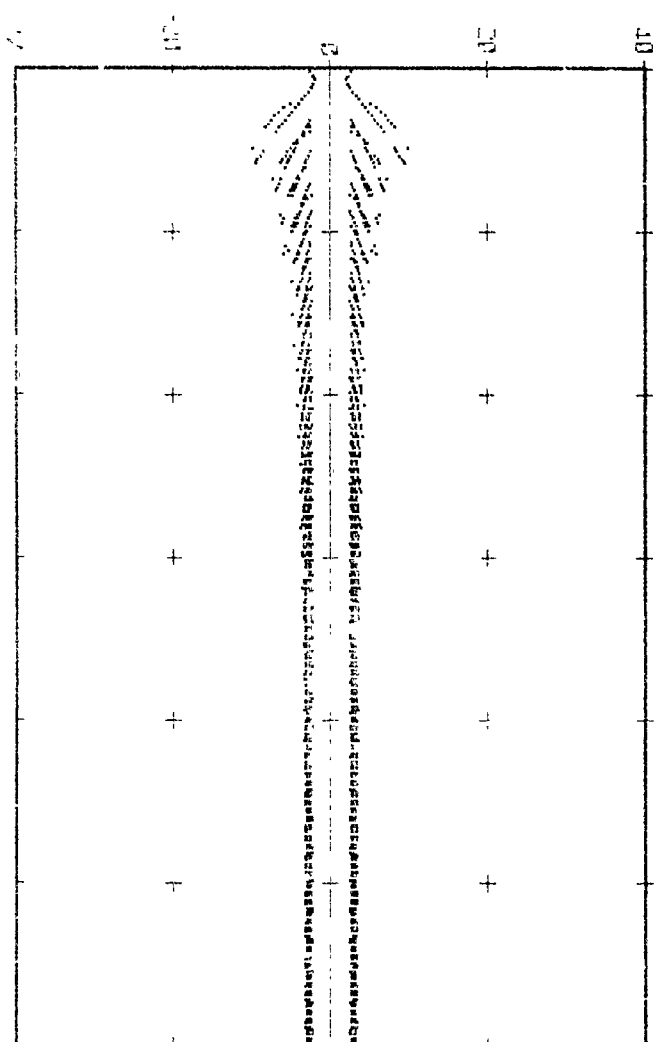
AREA 3B WINTER

S 300 R 100 F 150

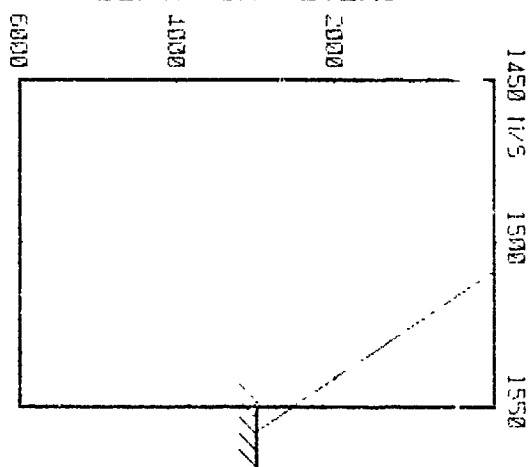
DB LOSS



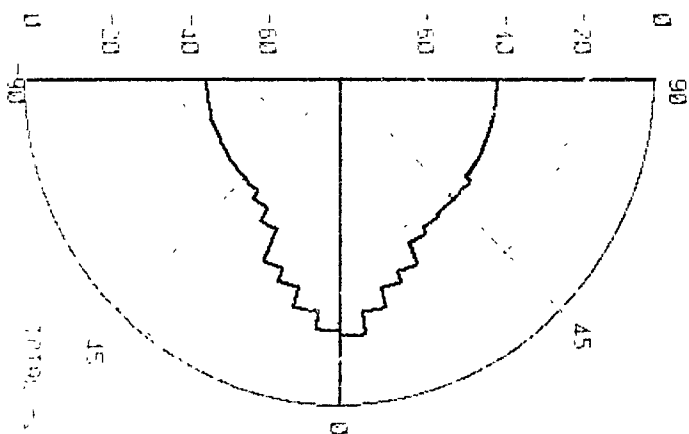
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



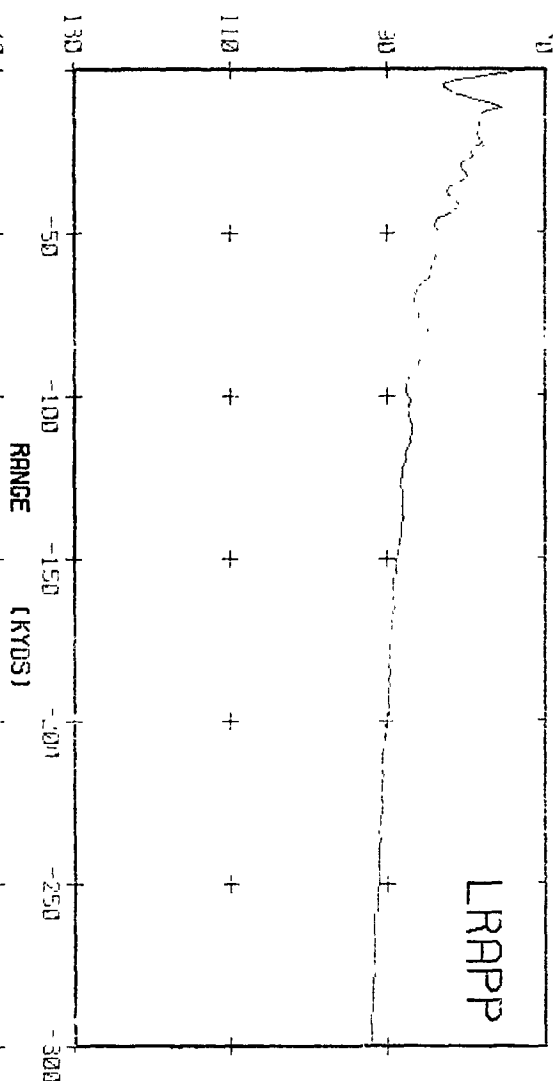
AREA 38 WINTER

S 20 R 300 F 150

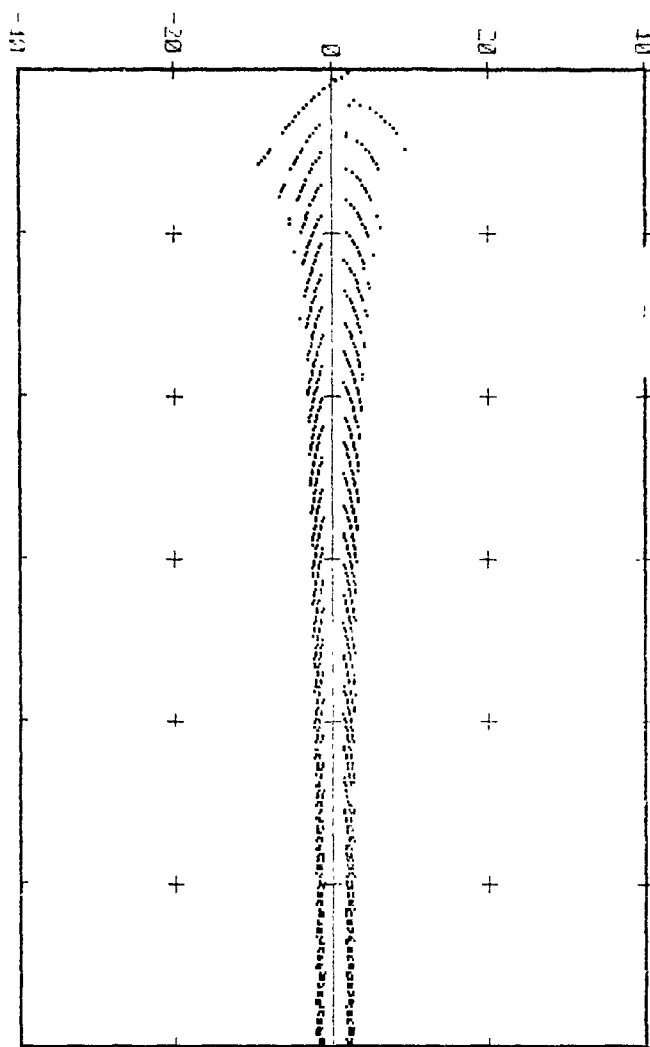
1450 H-5 1500

1550

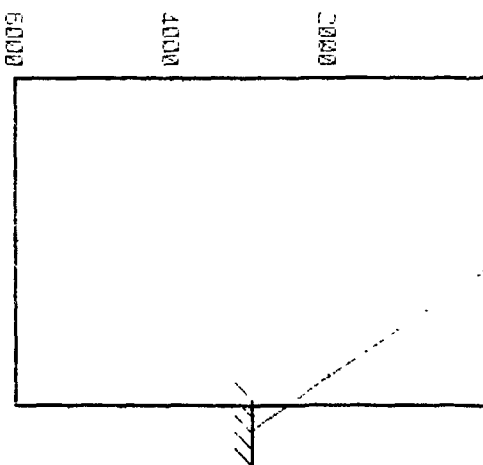
DB LOSS



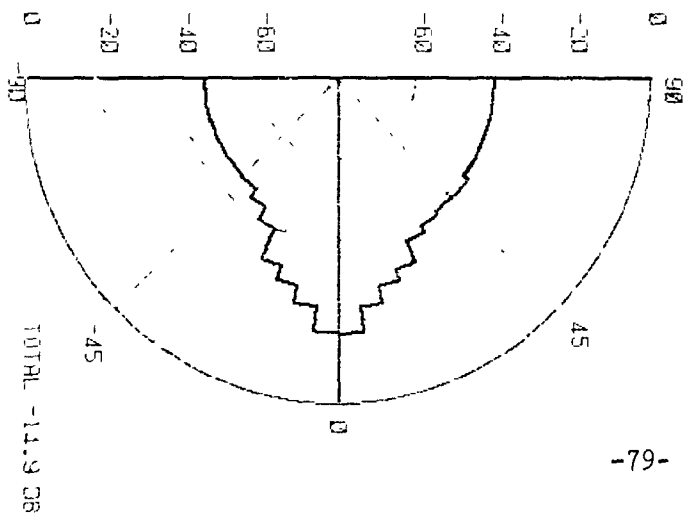
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

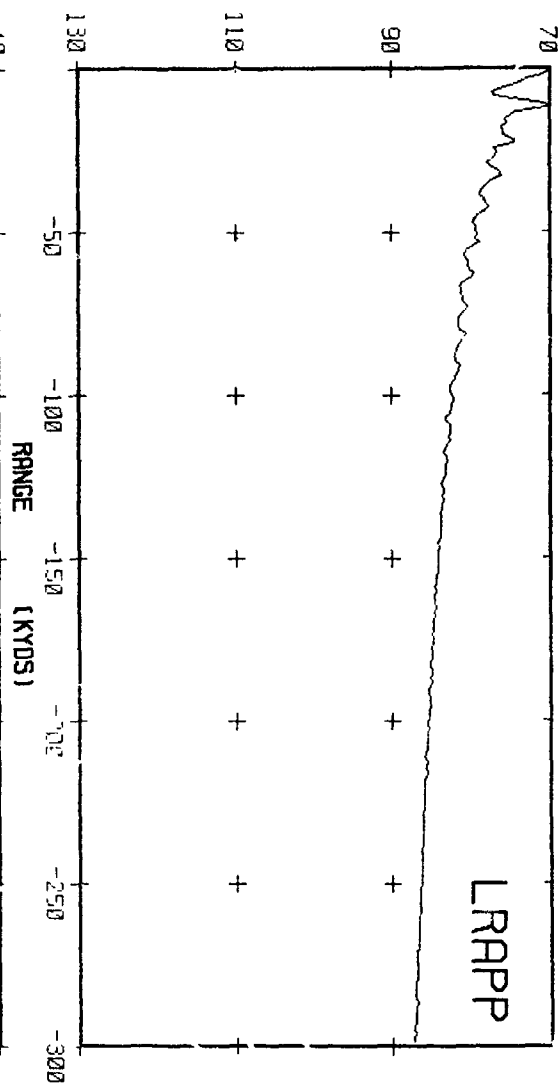


AREA 3B WINTER

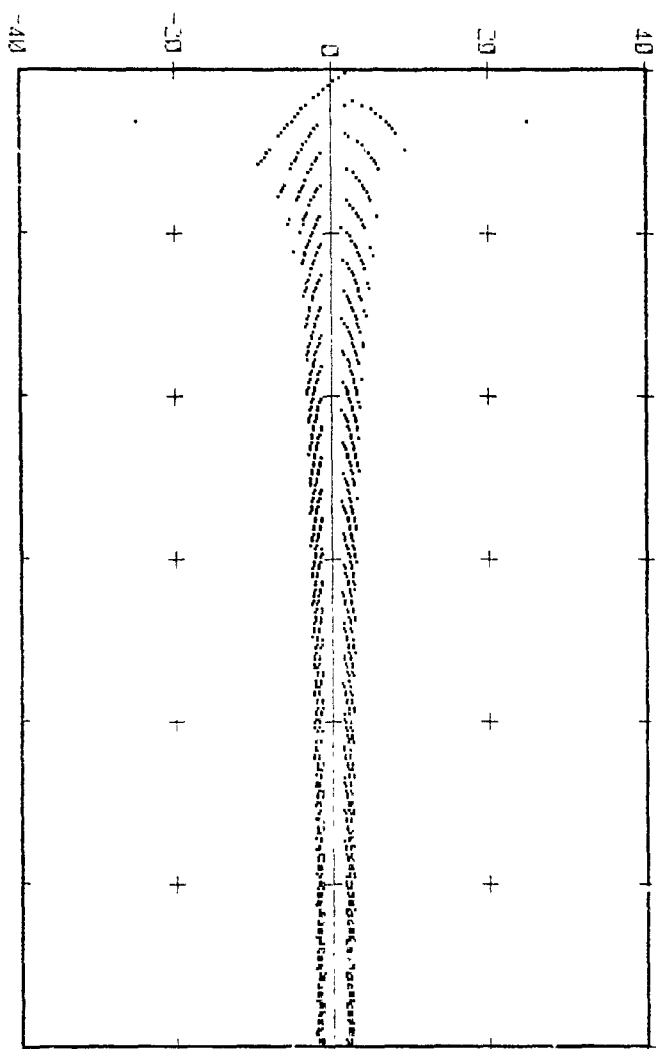
S 50 R 300 F 150

1450 M/S 1500 1550

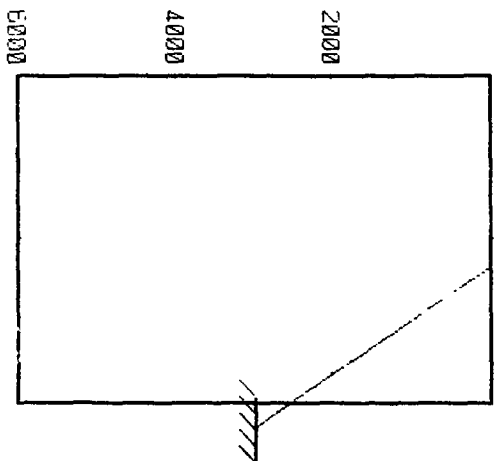
DB LOSS



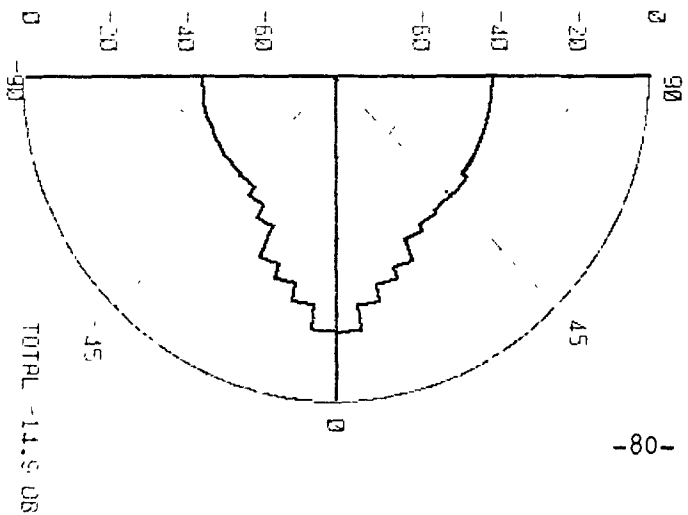
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

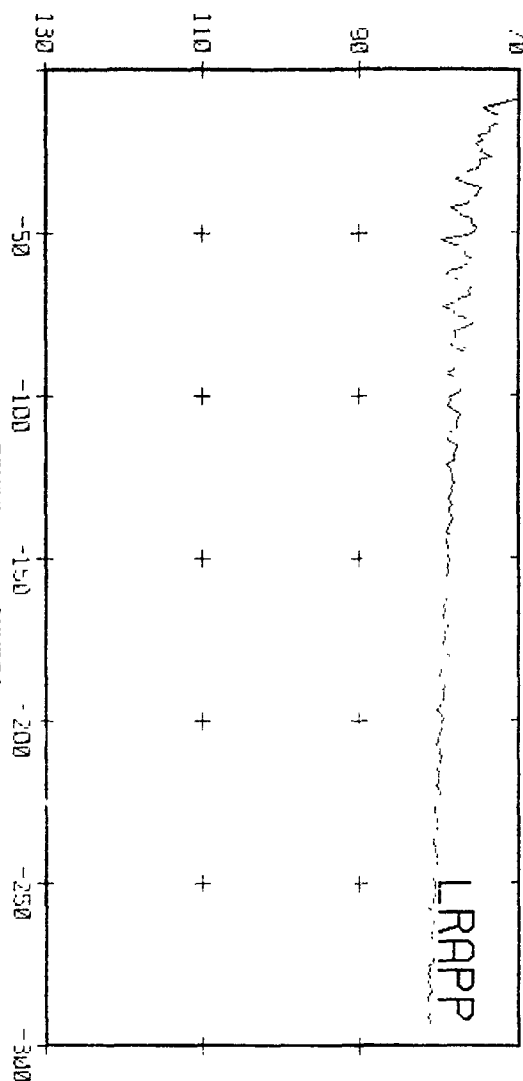


AREA 3B WINTER

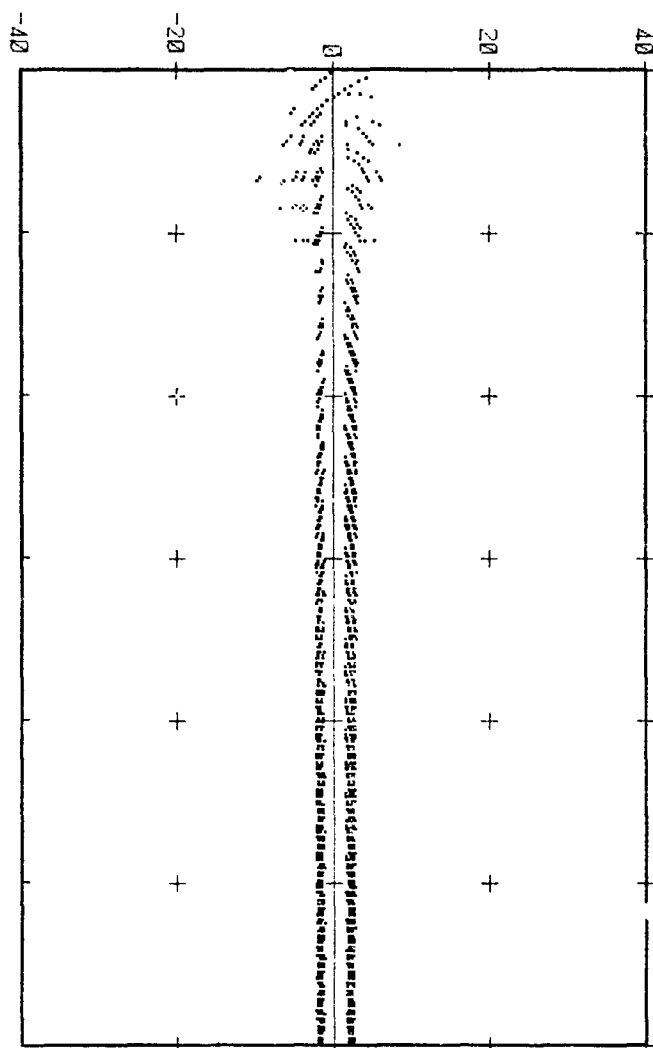
S 300 R 300 F 150

1450 H/5 1500 1550

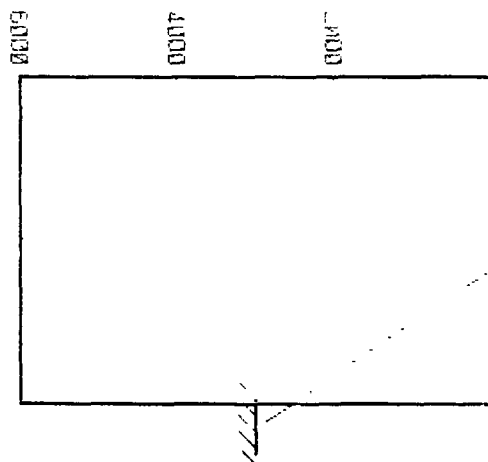
DB LOSS



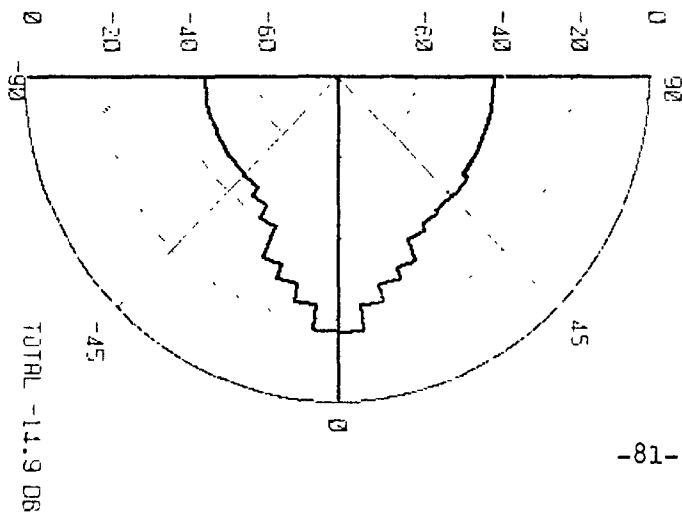
ARRIVAL ANGLE

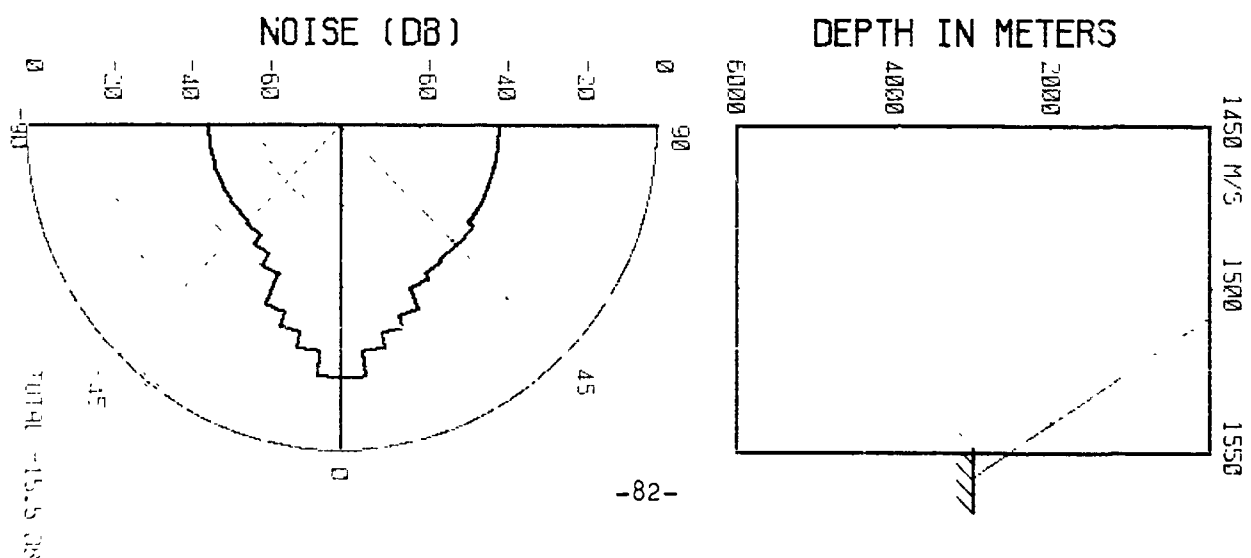
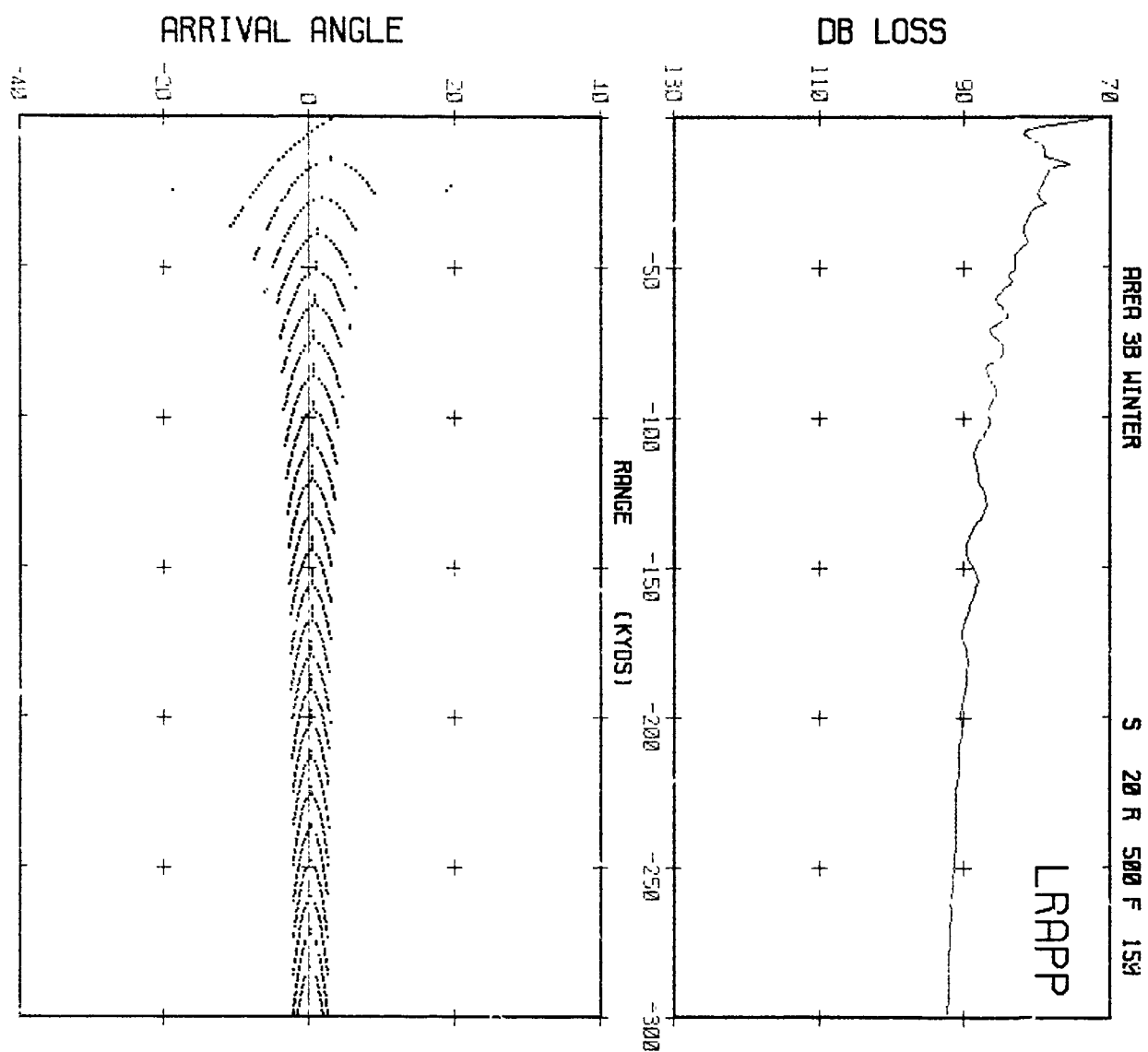


DEPTH IN METERS



NOISE (DB)



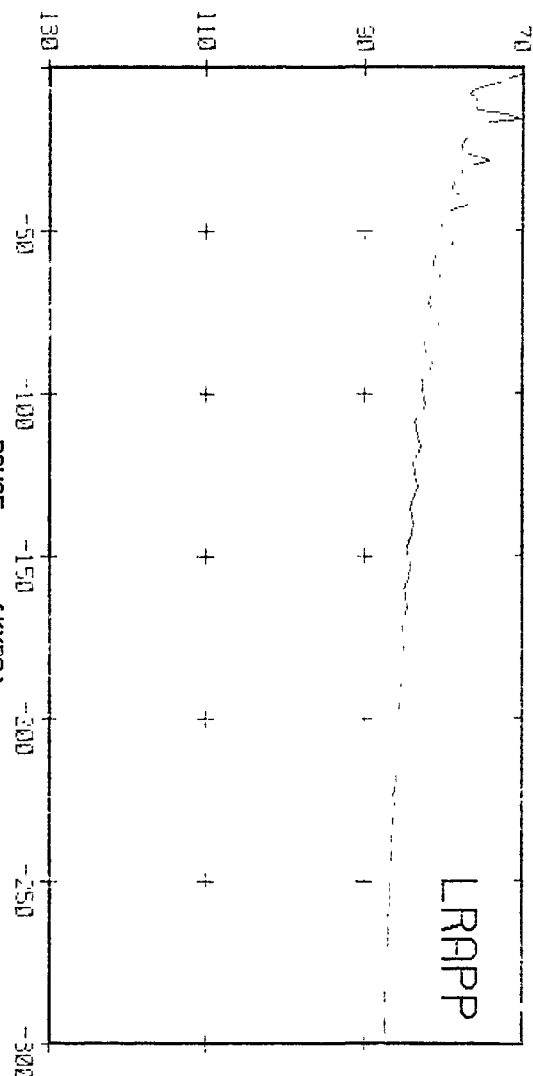


AREA 3B WINTER

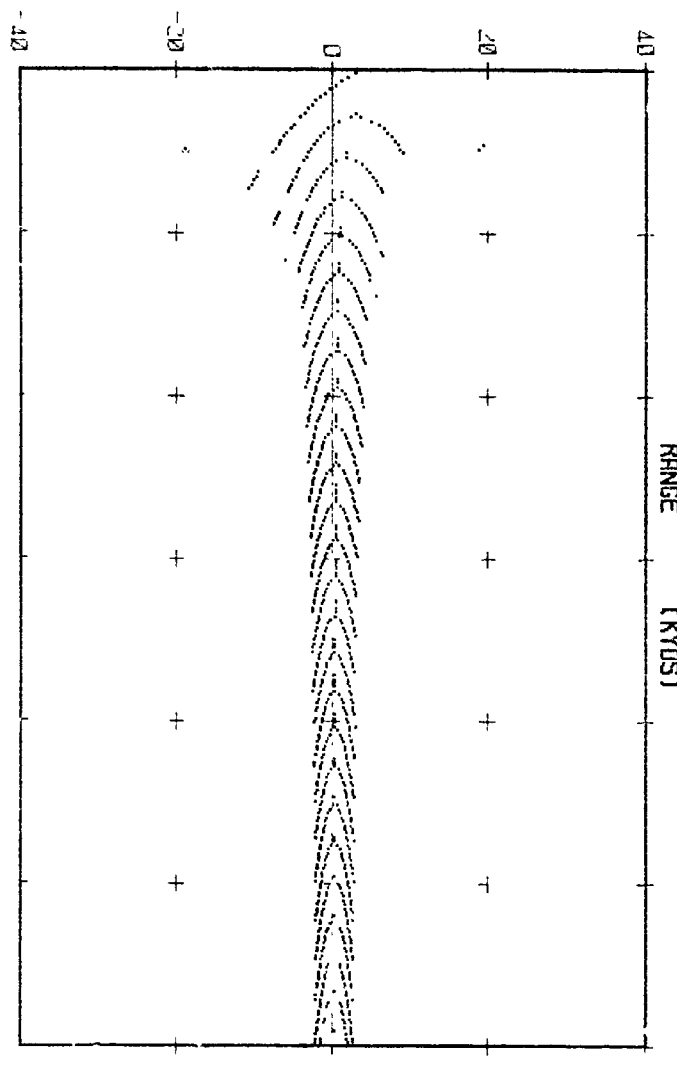
S 50 R 500 F 150

1450 H S 1500 1550

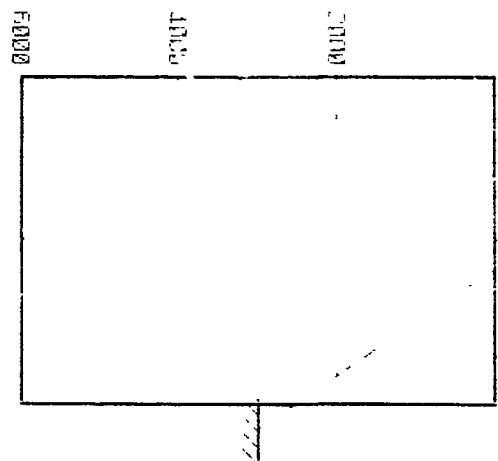
DB LOSS



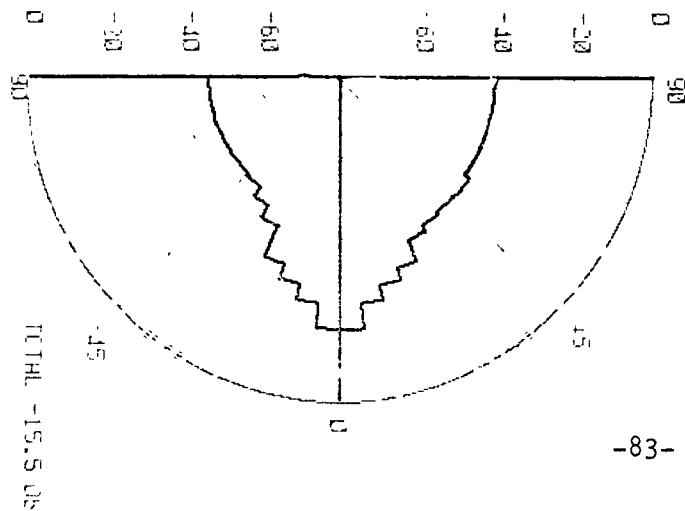
ARRIVAL ANGLE



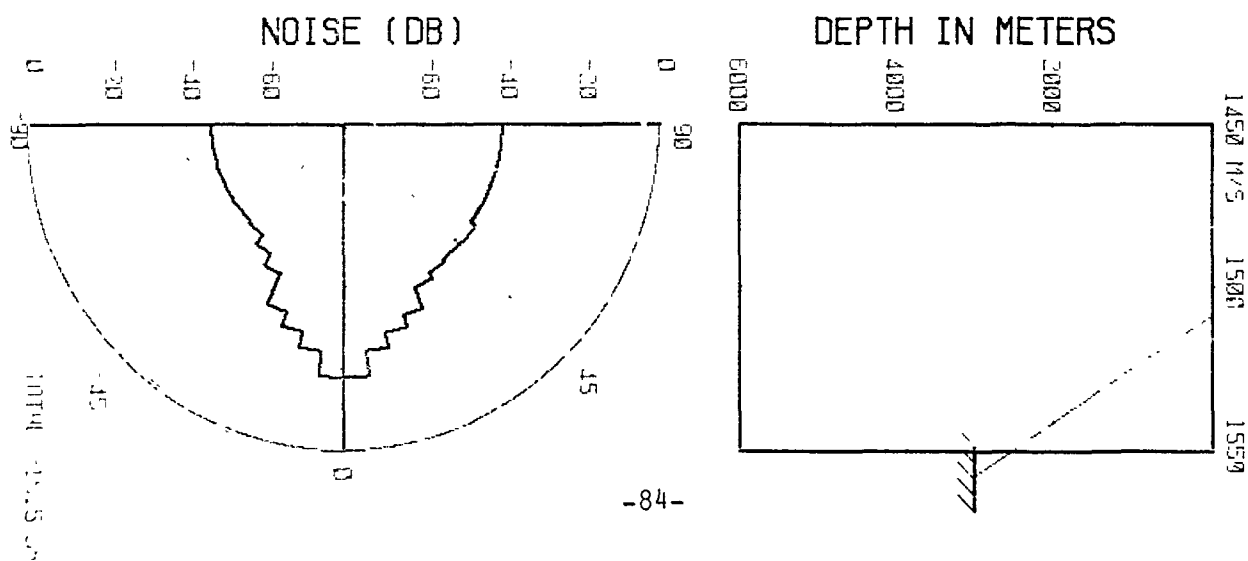
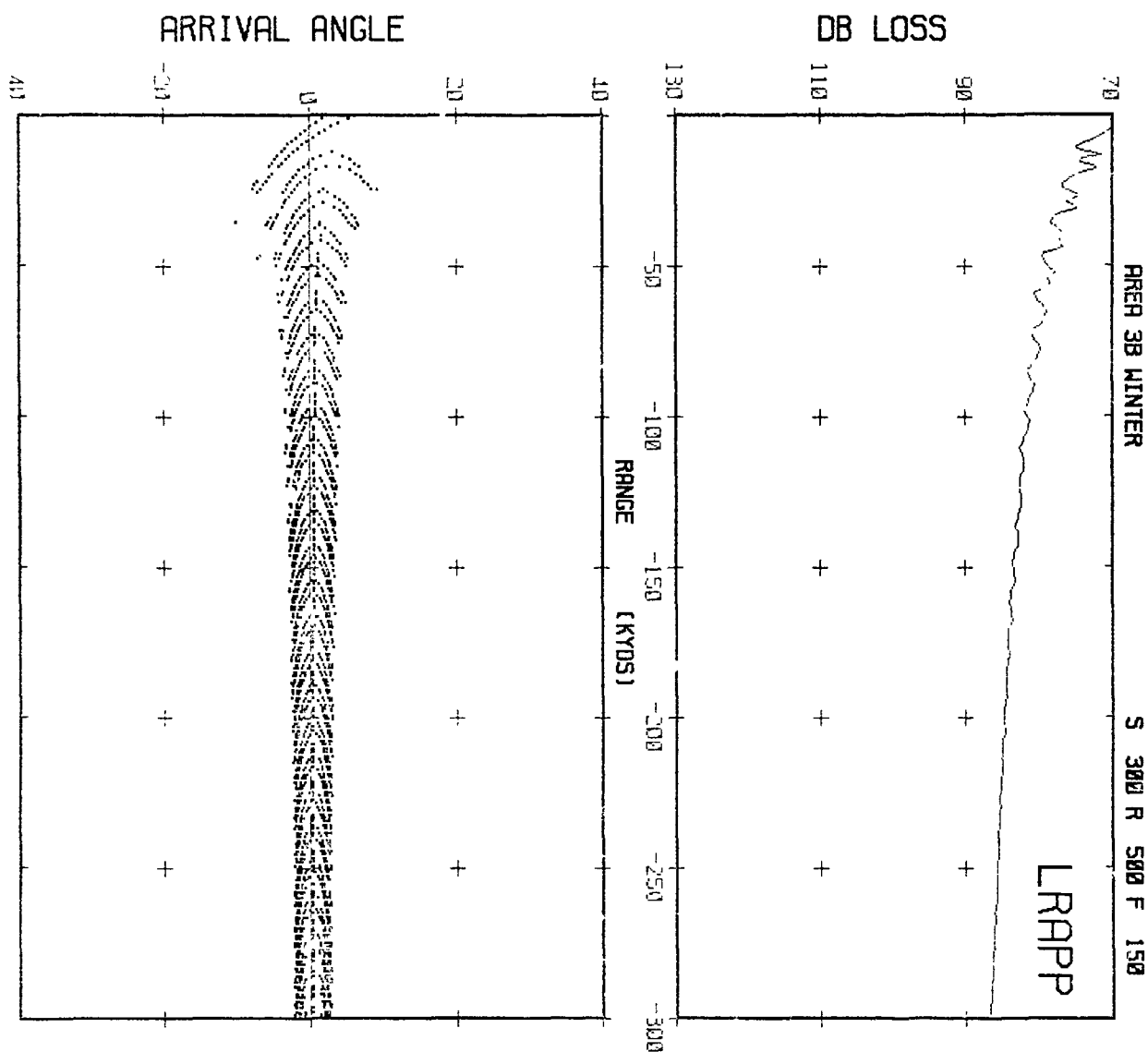
DEPTH IN METERS



NOISE (DB)





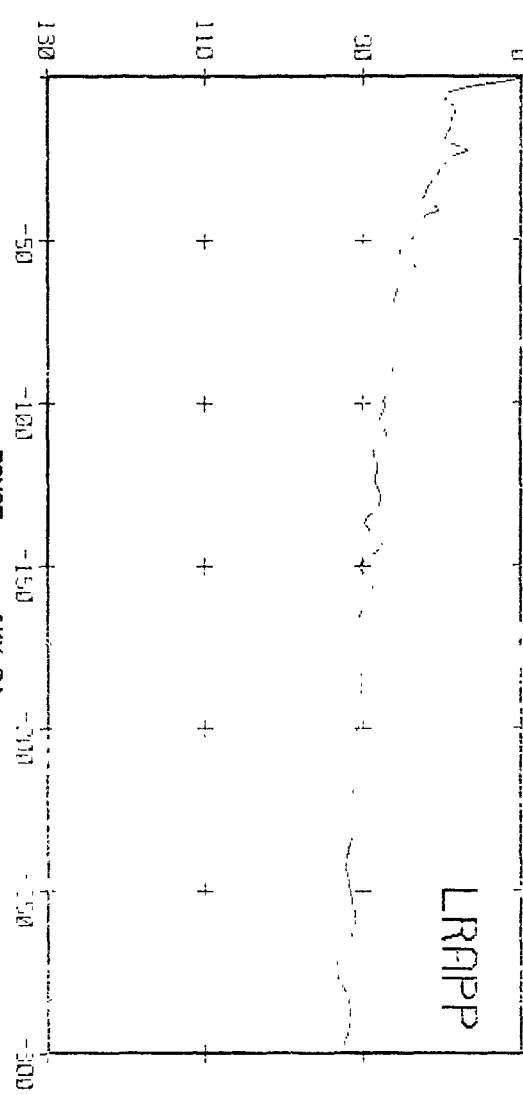


PLAID 58 WINTER

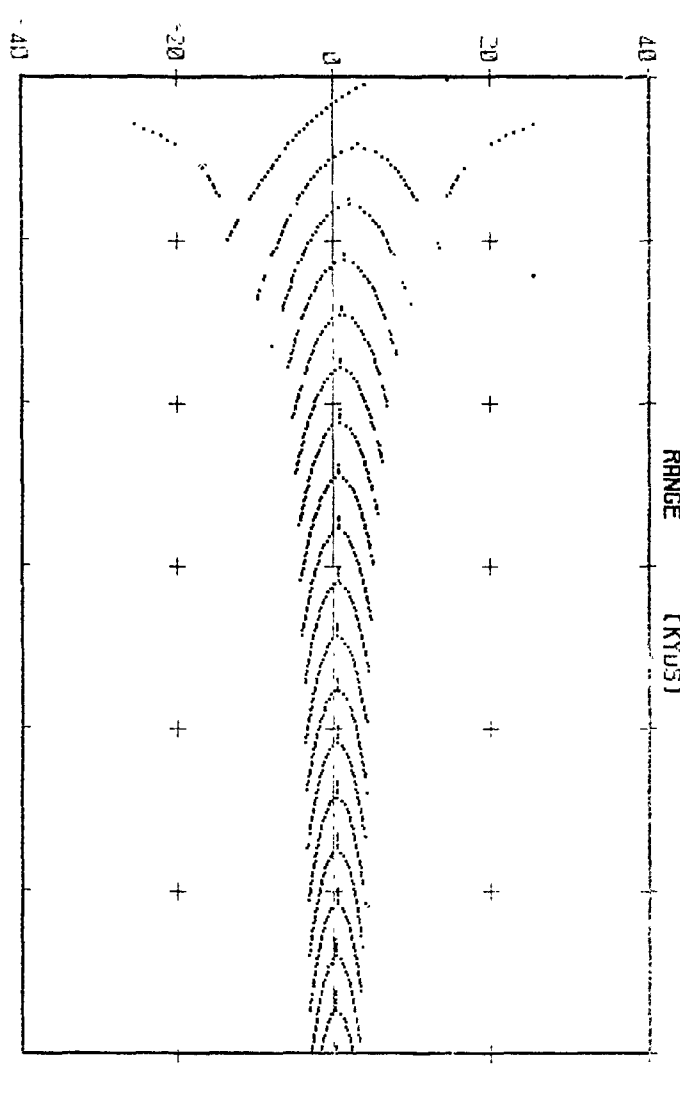
S 28 R 16.4 F 150

1450 H 1500 1550

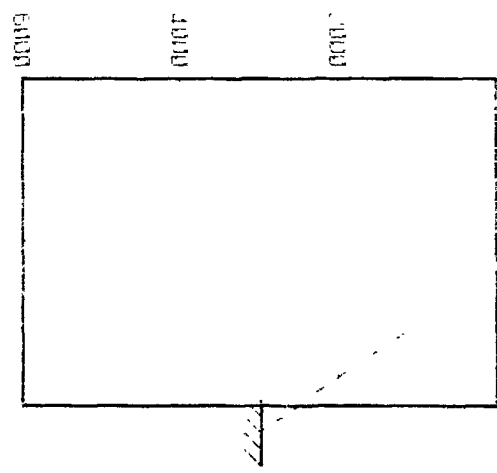
DB LOSS



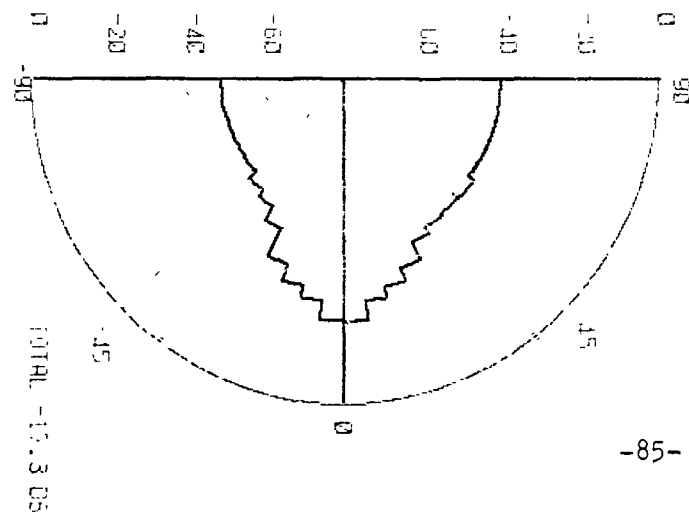
ARRIVAL ANGLE

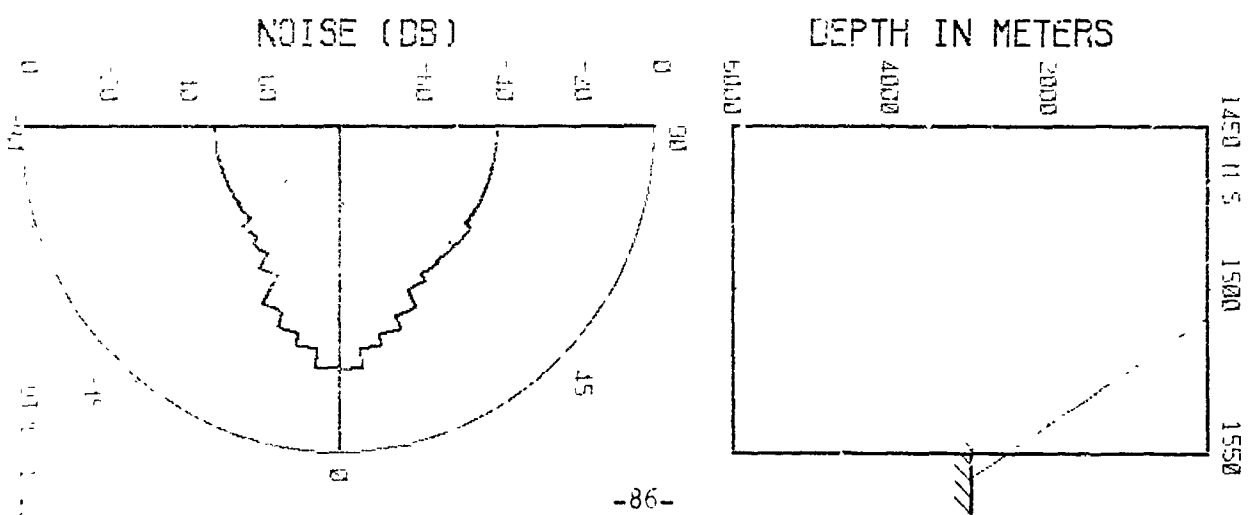
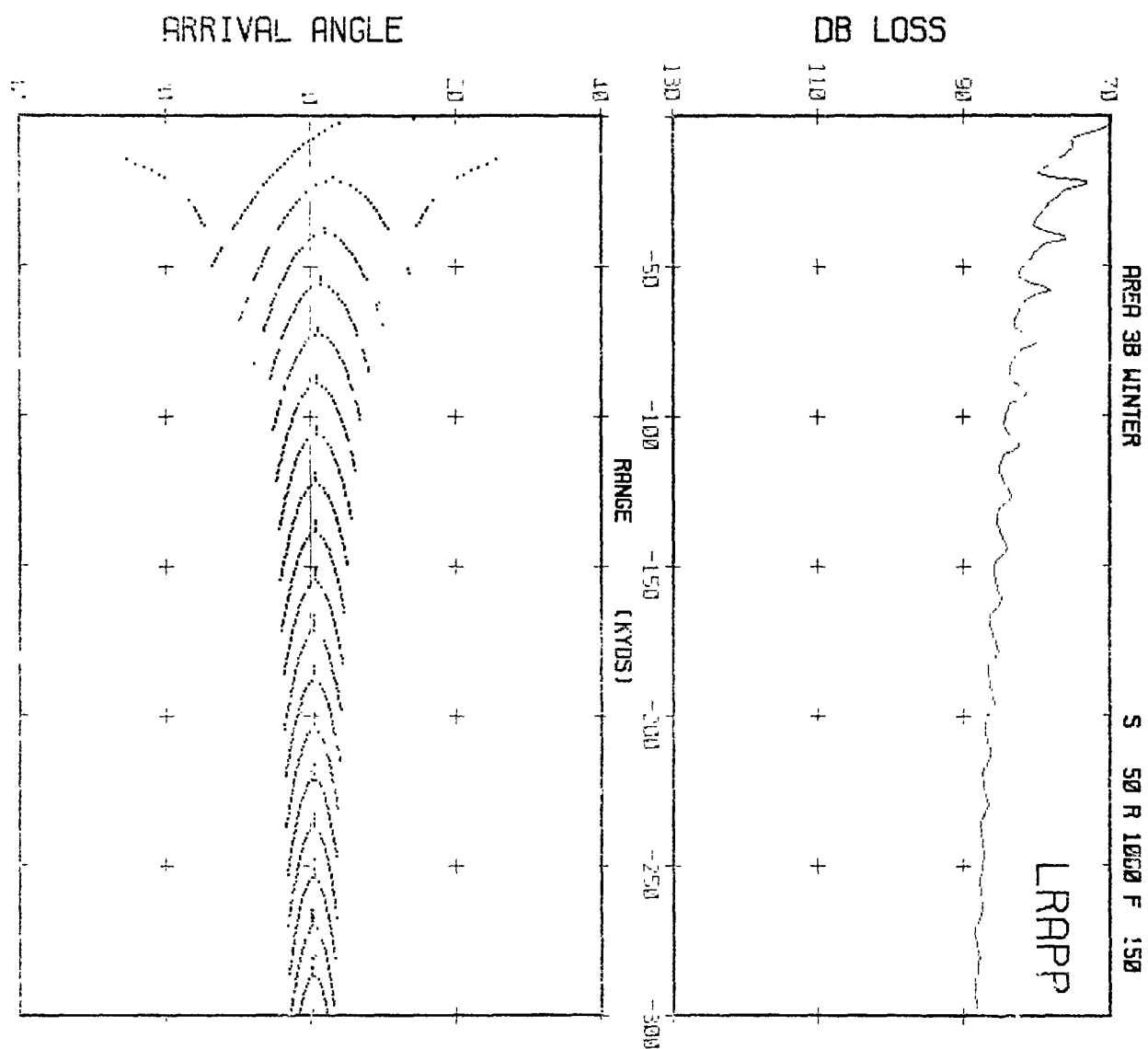


DEPTH IN METERS



NOISE (DB)

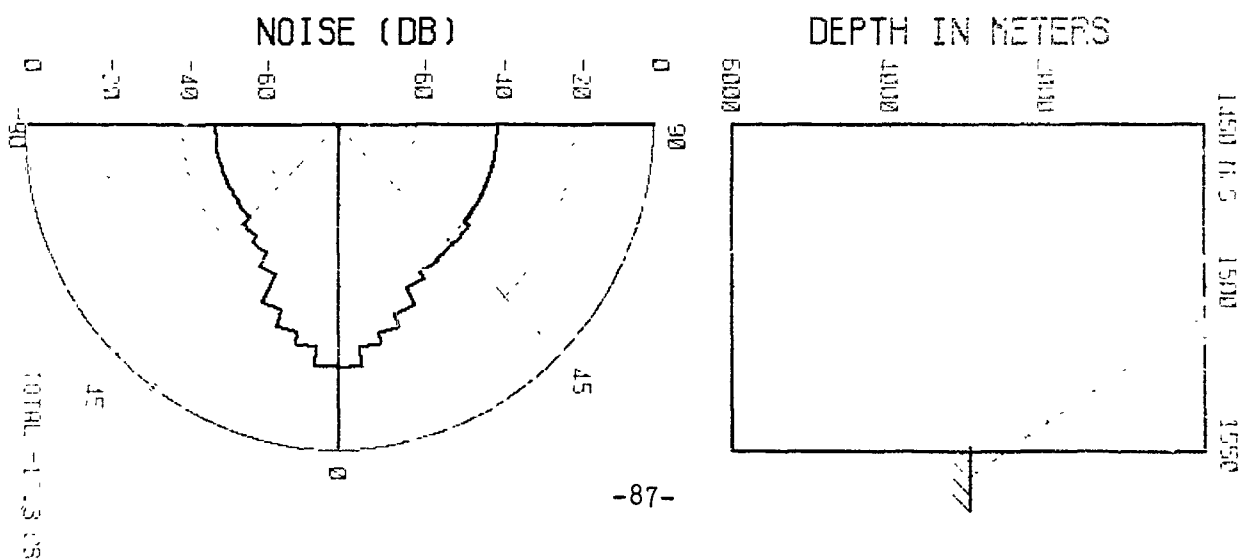
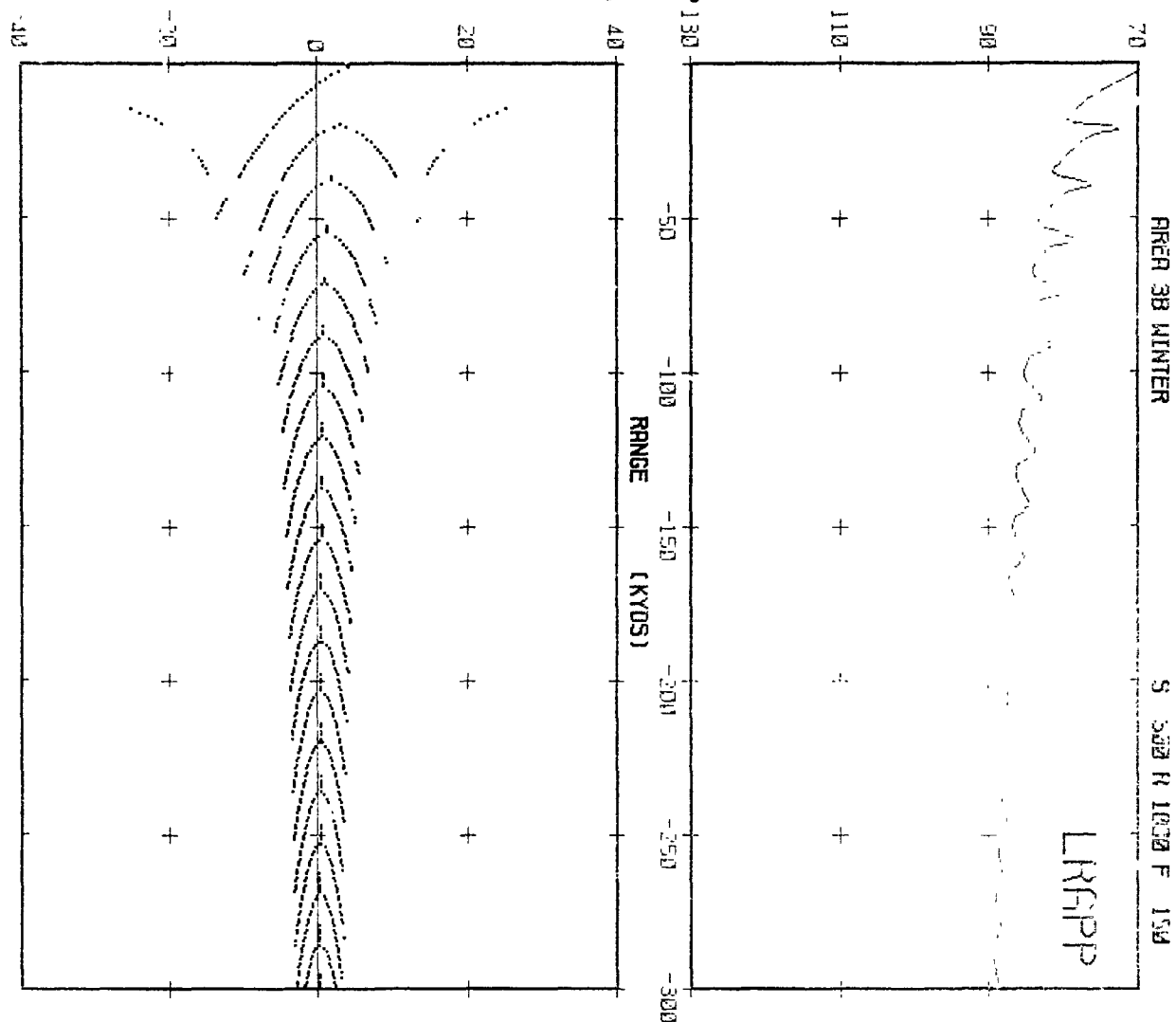


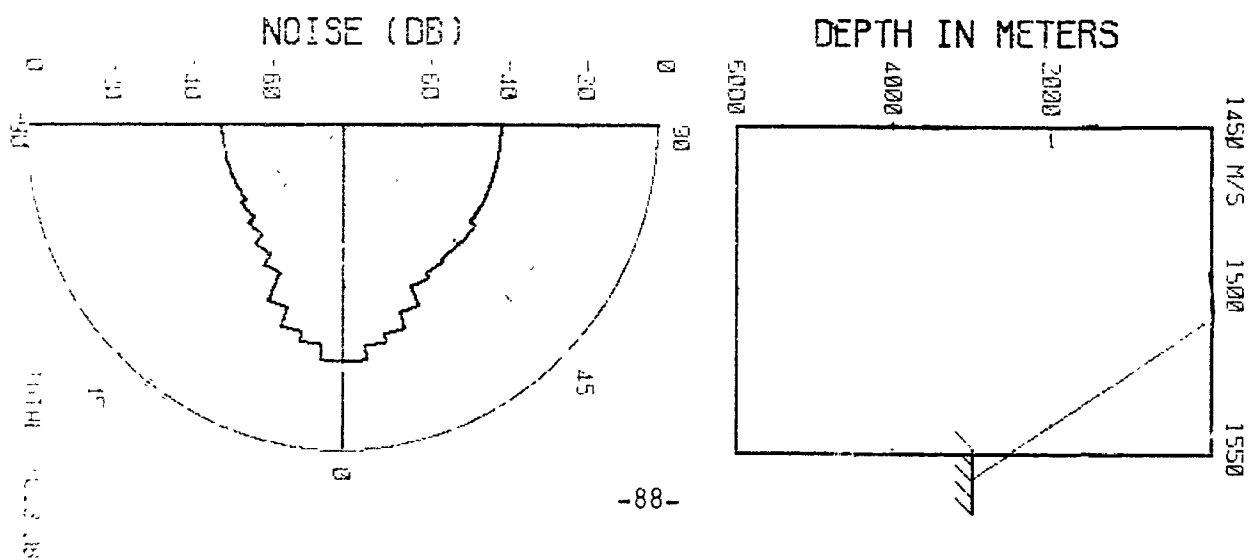
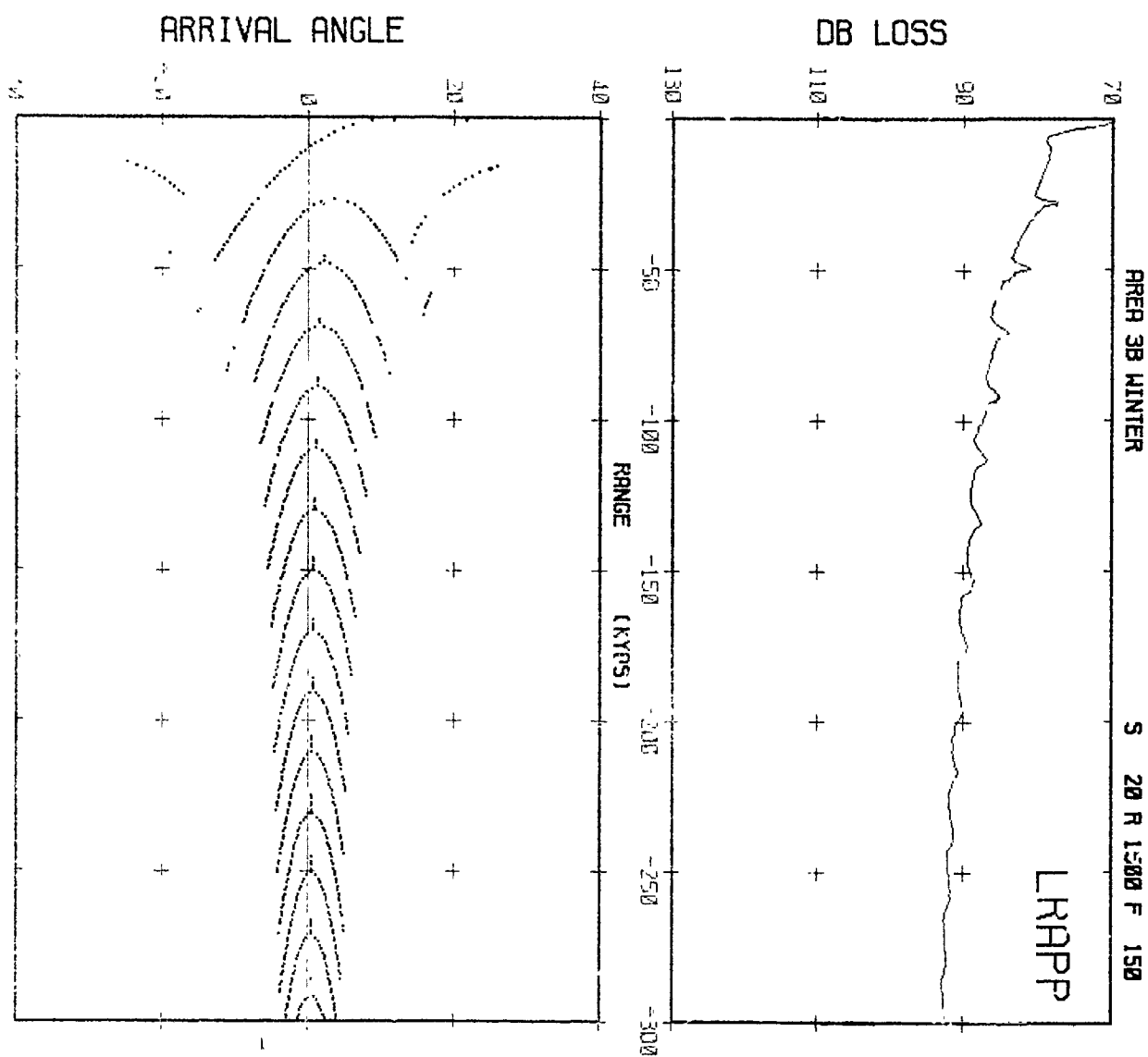


ARRIVAL ANGLE

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 permit fully legible reproduction

DB LOSS



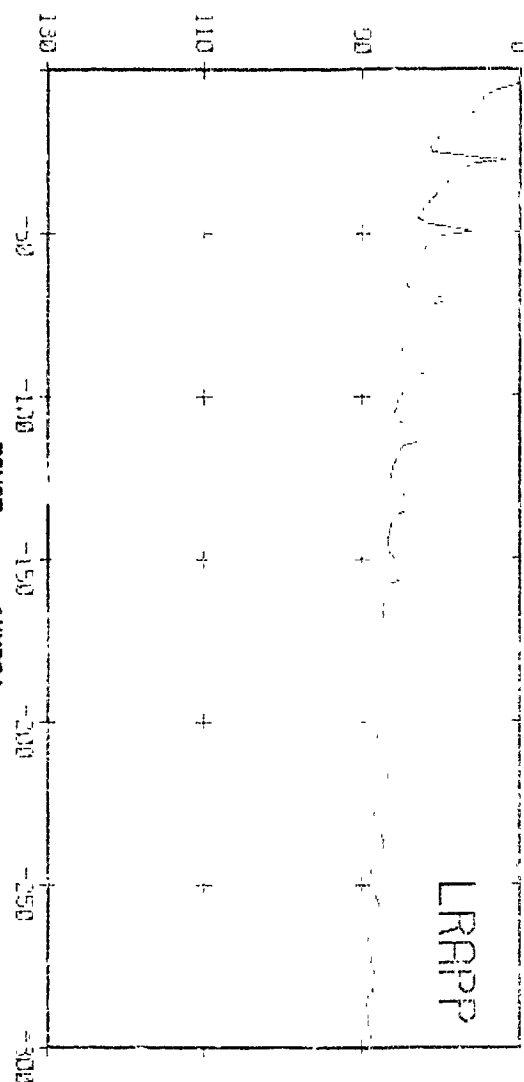


AREA 38 WINTER

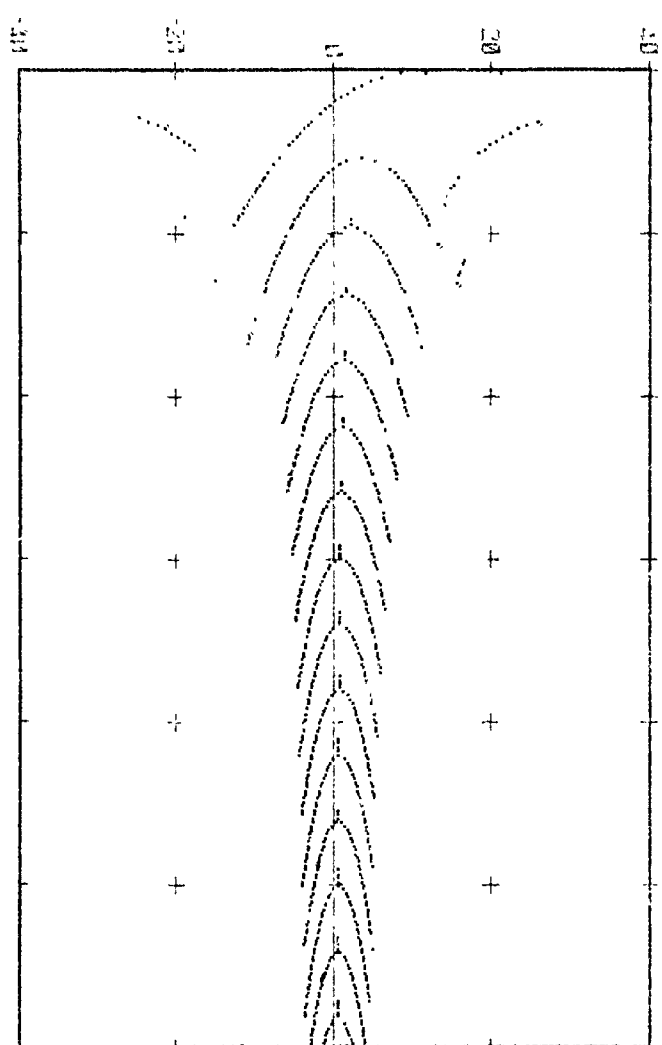
S 50 R 1500 F 150

LRAPP

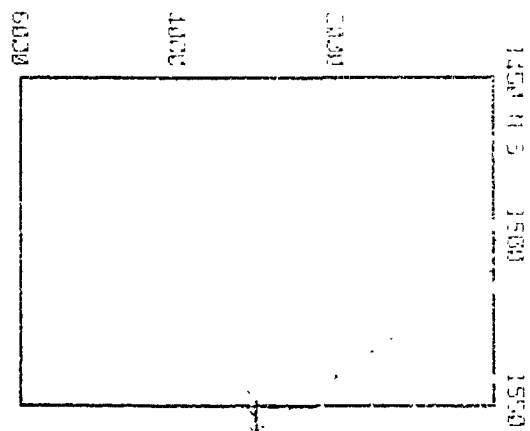
DB LOSS



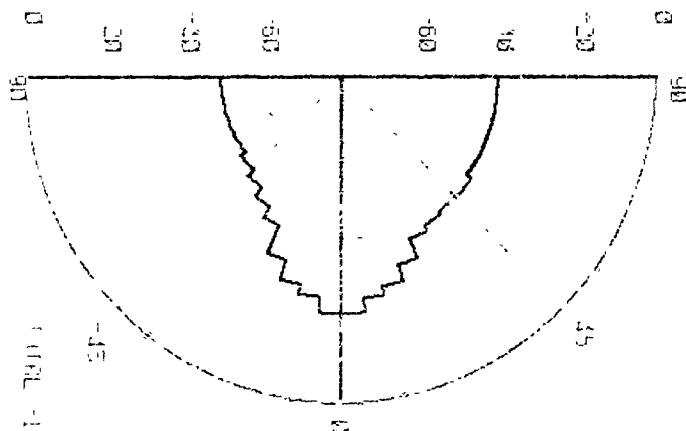
ARRIVAL ANGLE

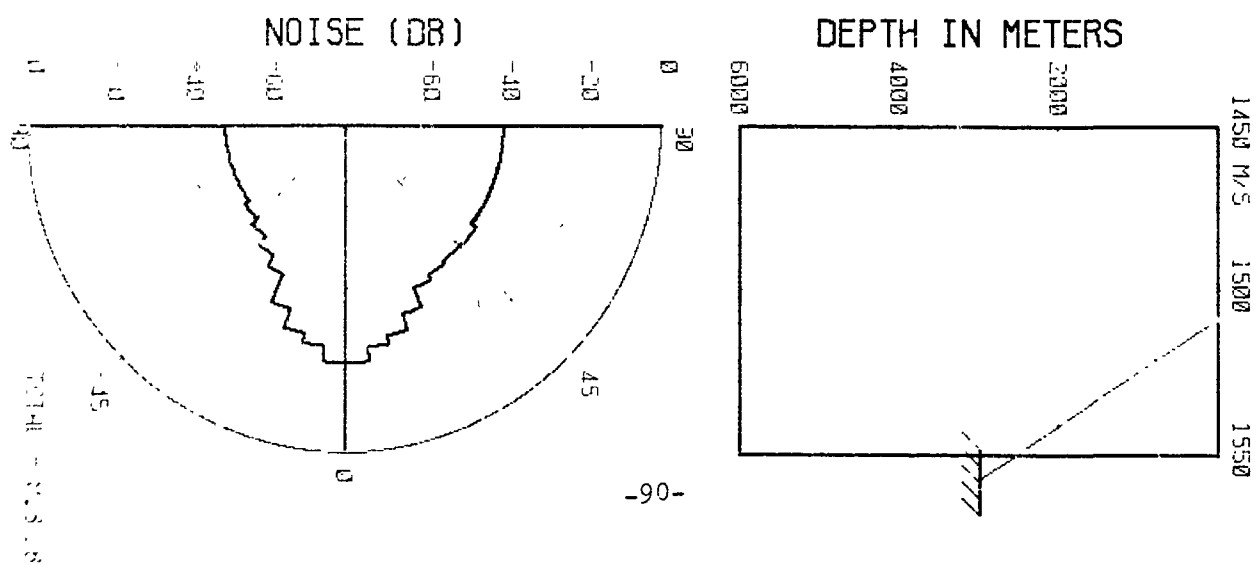
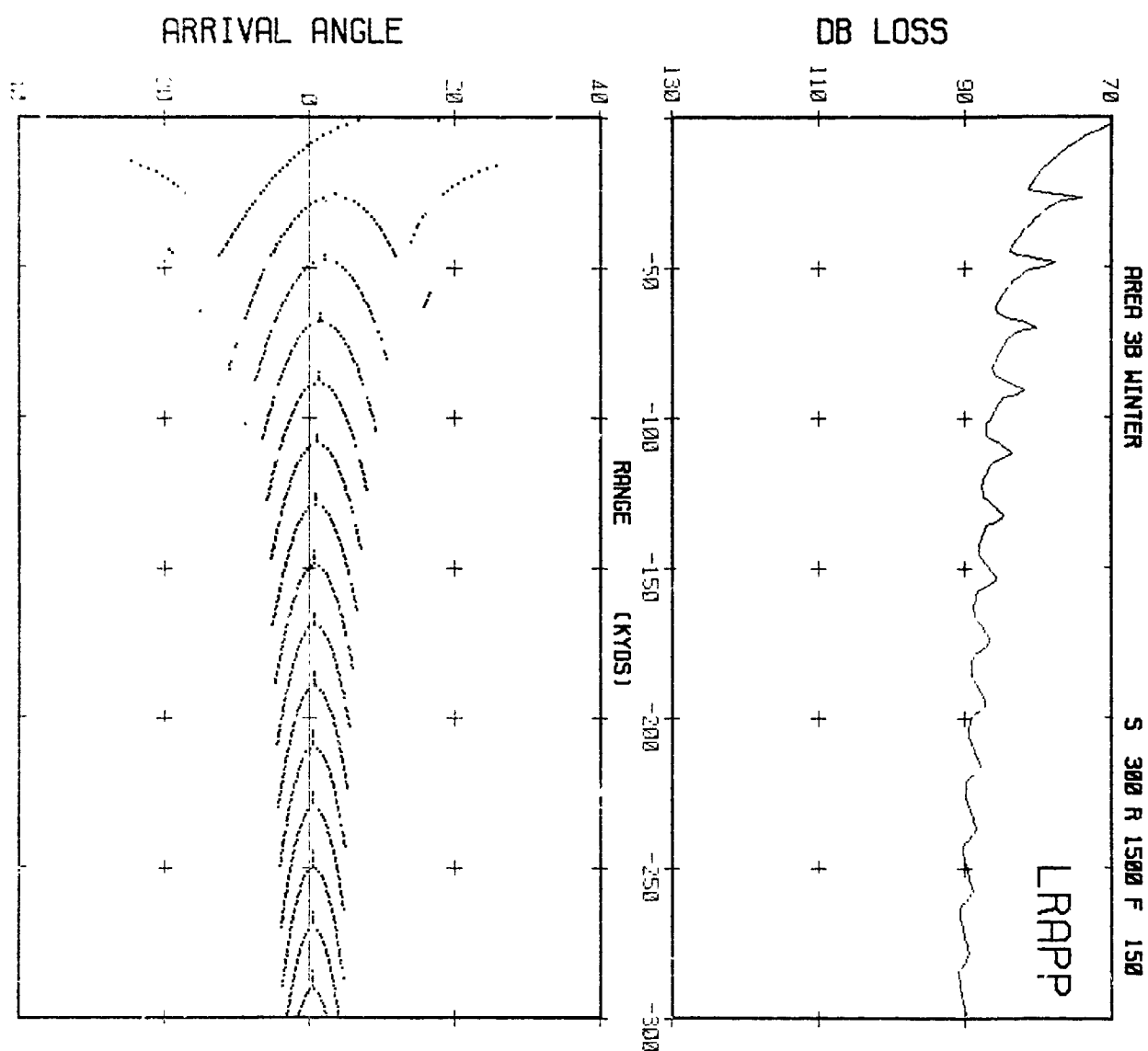


DEPTH IN METERS



NOISE (DB)



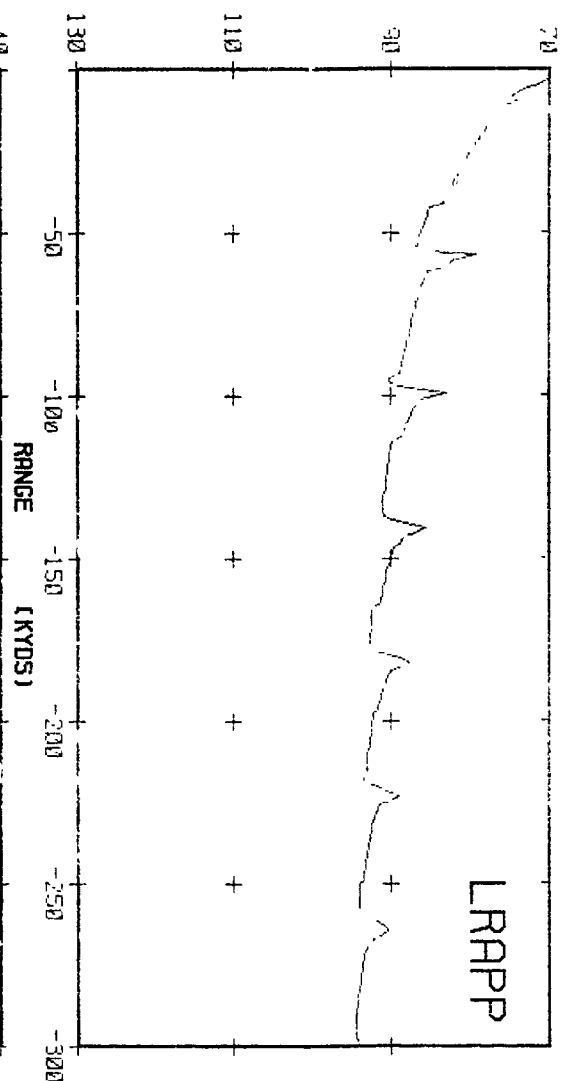


AREA 3B WINTER

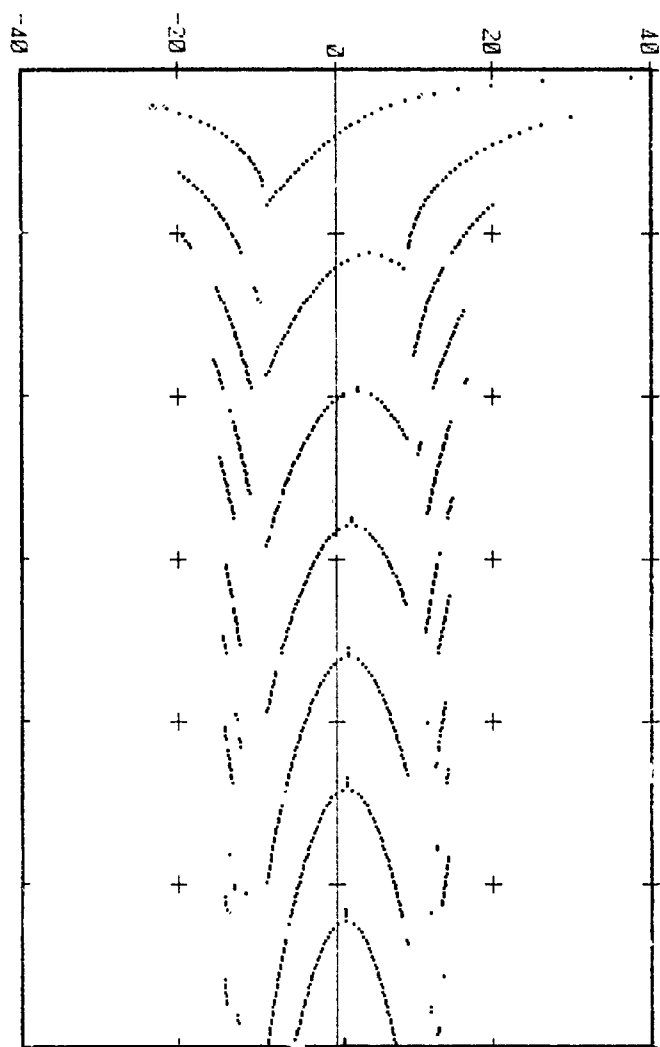
S 20 R 0000 F 150

LRAPP

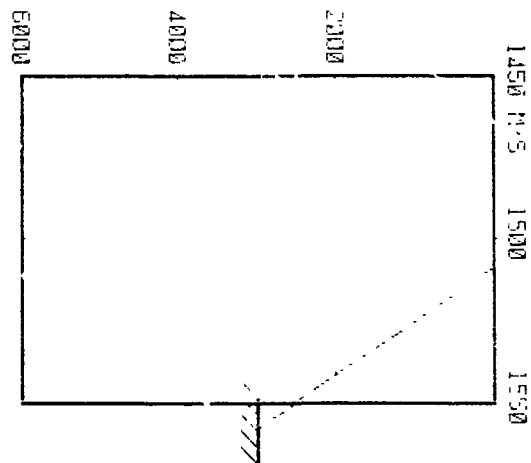
DB LOSS



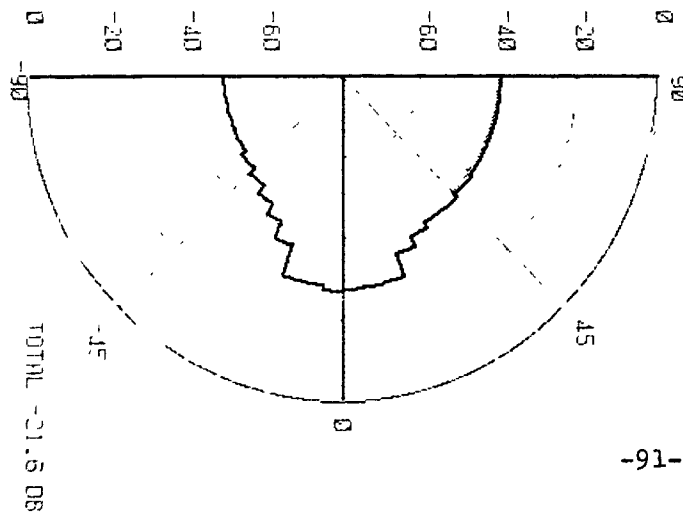
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)





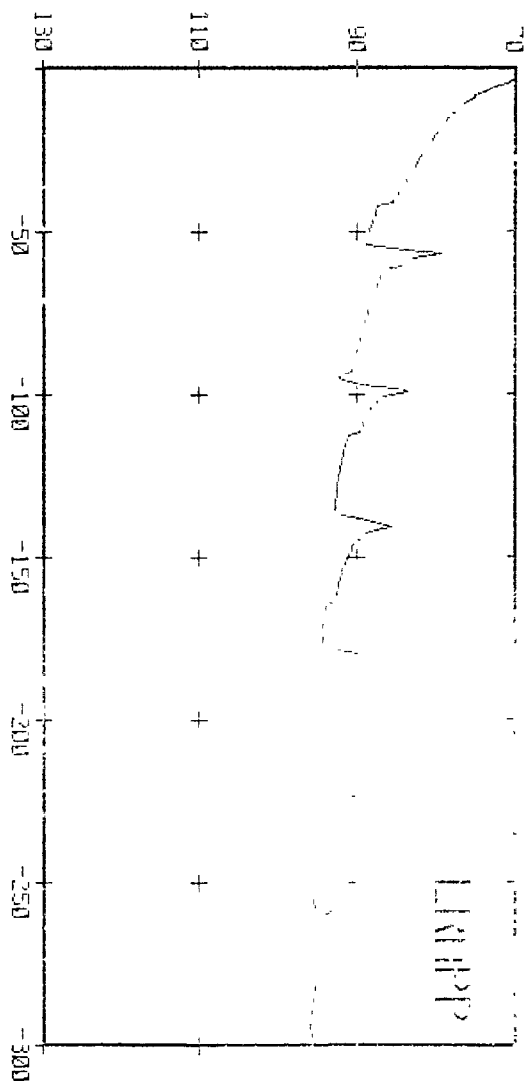


AREA 3B WINTER

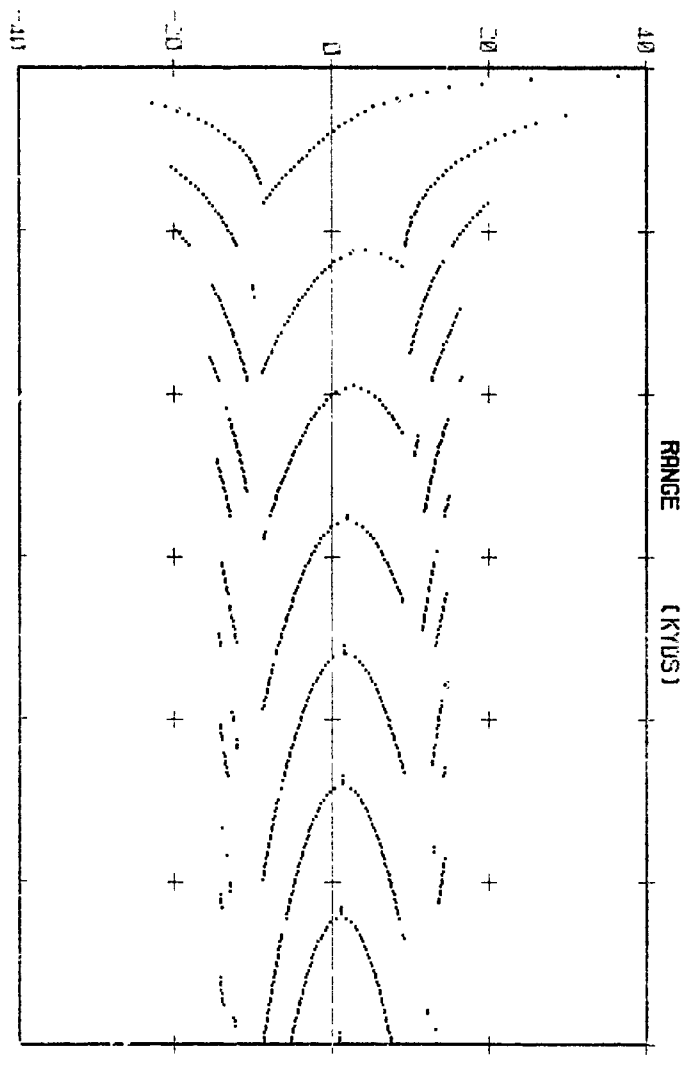
S. 24 N 64.3 E 150

1500 H 5 1500 1550

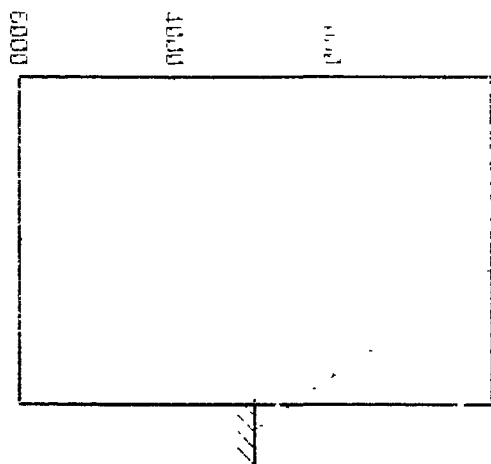
DB LOSS



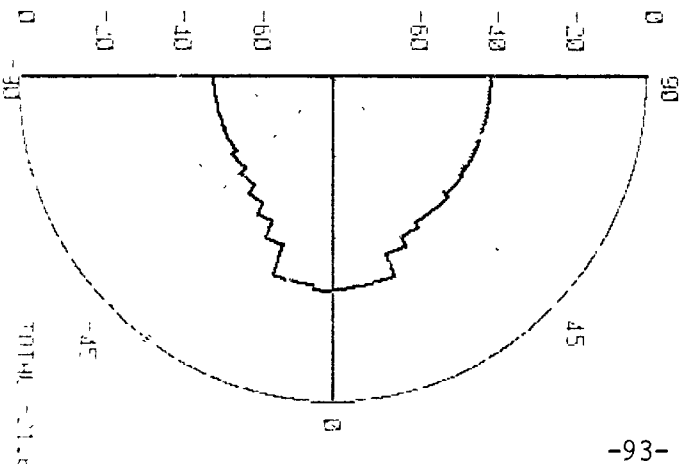
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

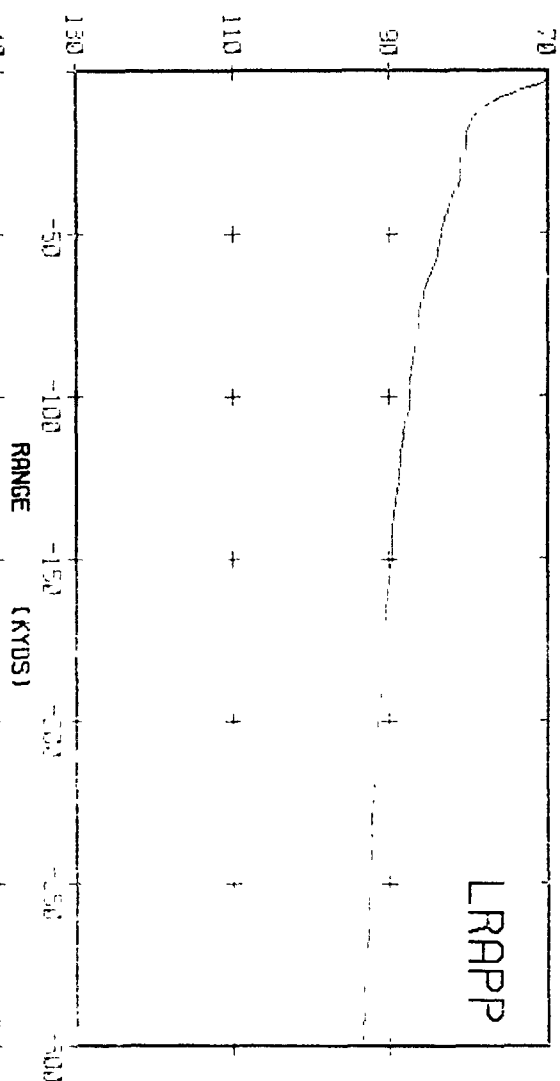


AREA 3B WINTER

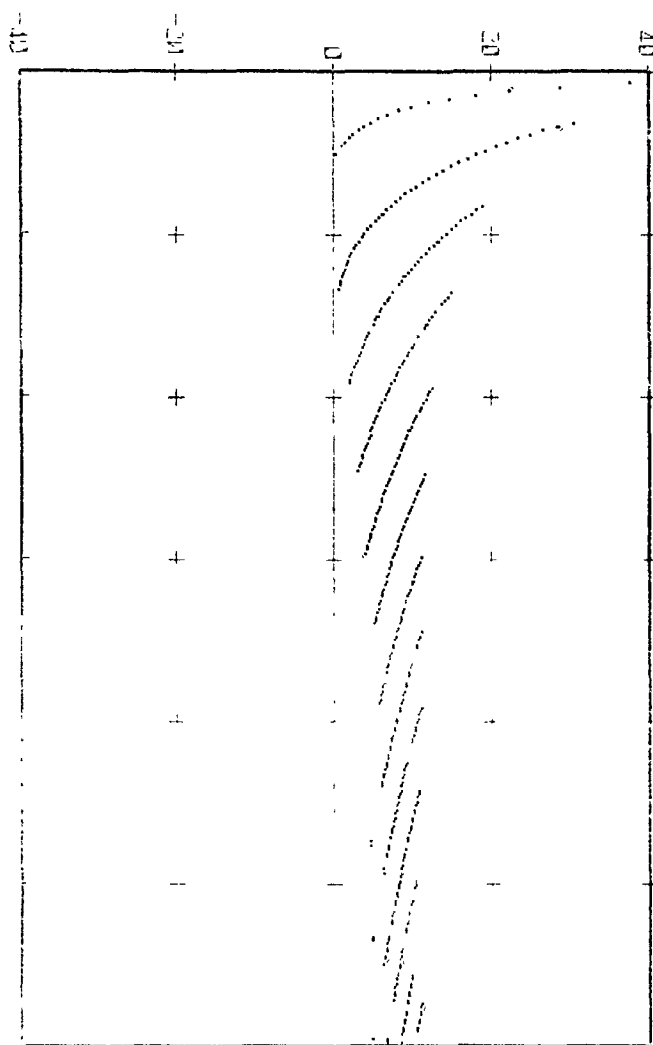
S 20 R 9842 F 150

1450 M/S 1500 1550

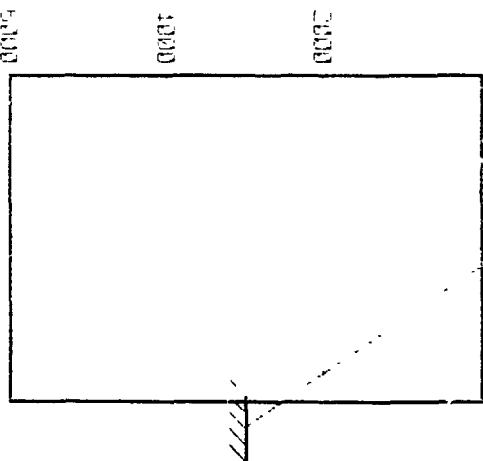
DB LOSS



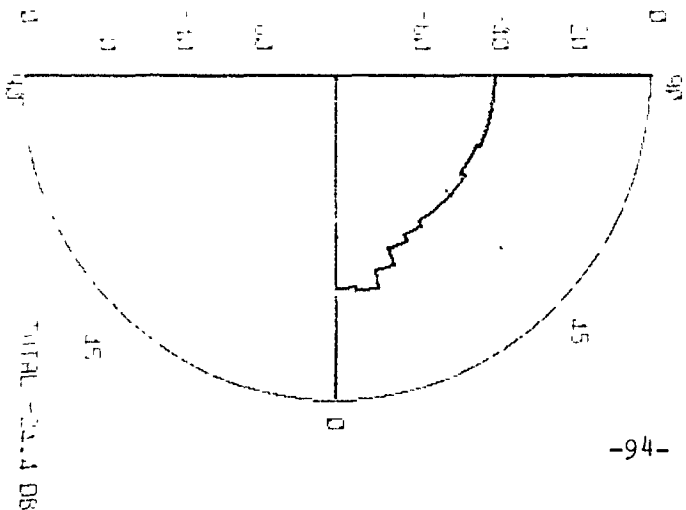
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

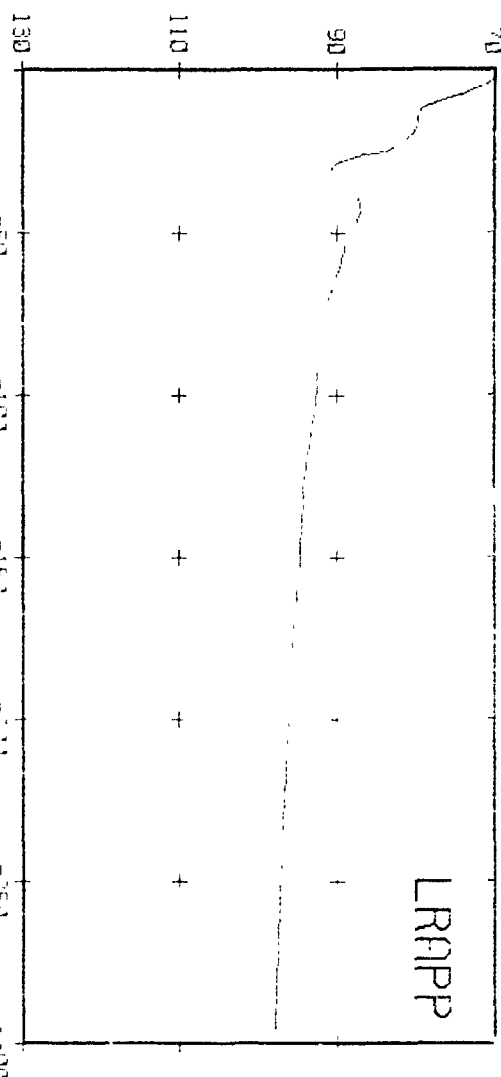


AREA 3B WINTER

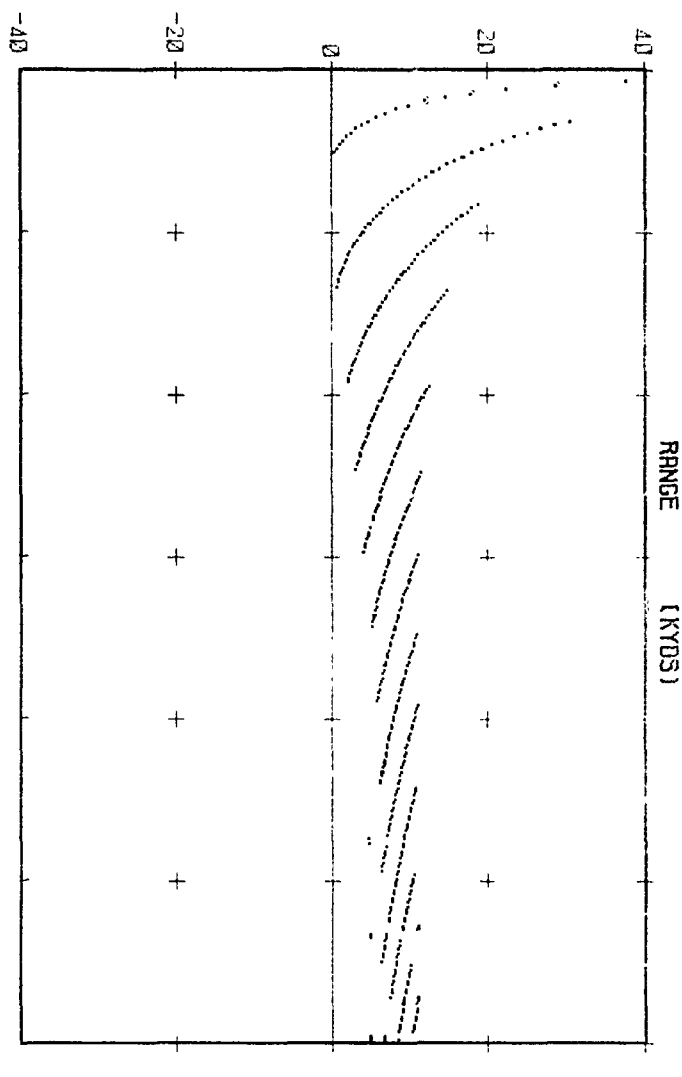
S SE R 9842 F 150

1450 1500 1550

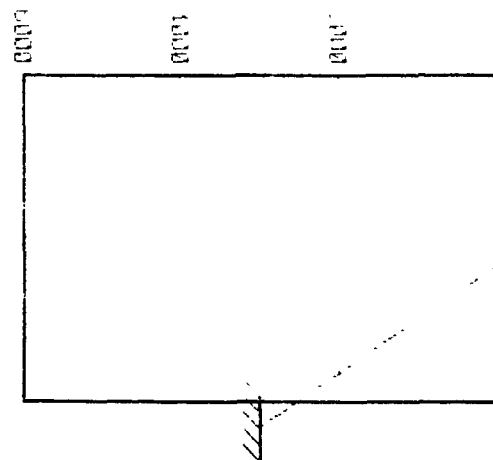
DB LOSS



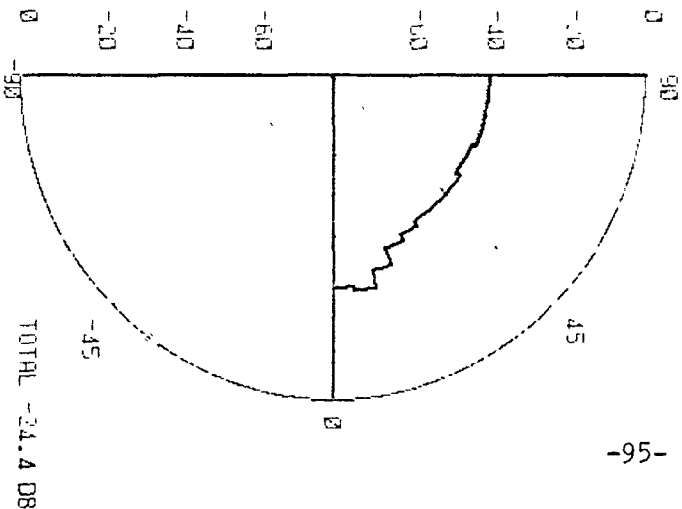
ARRIVAL ANGLE

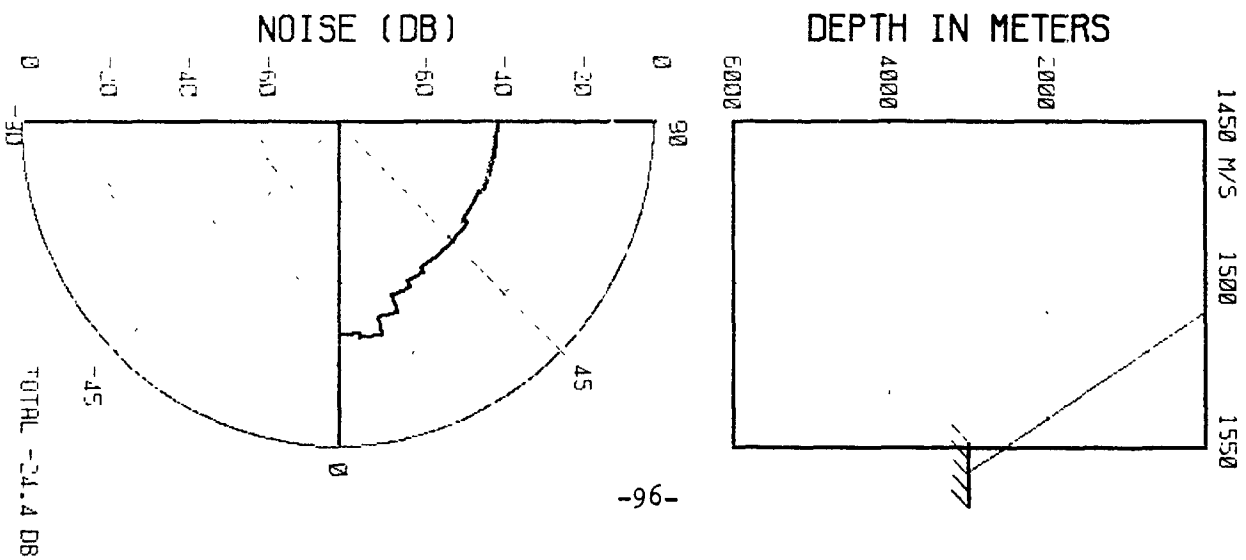
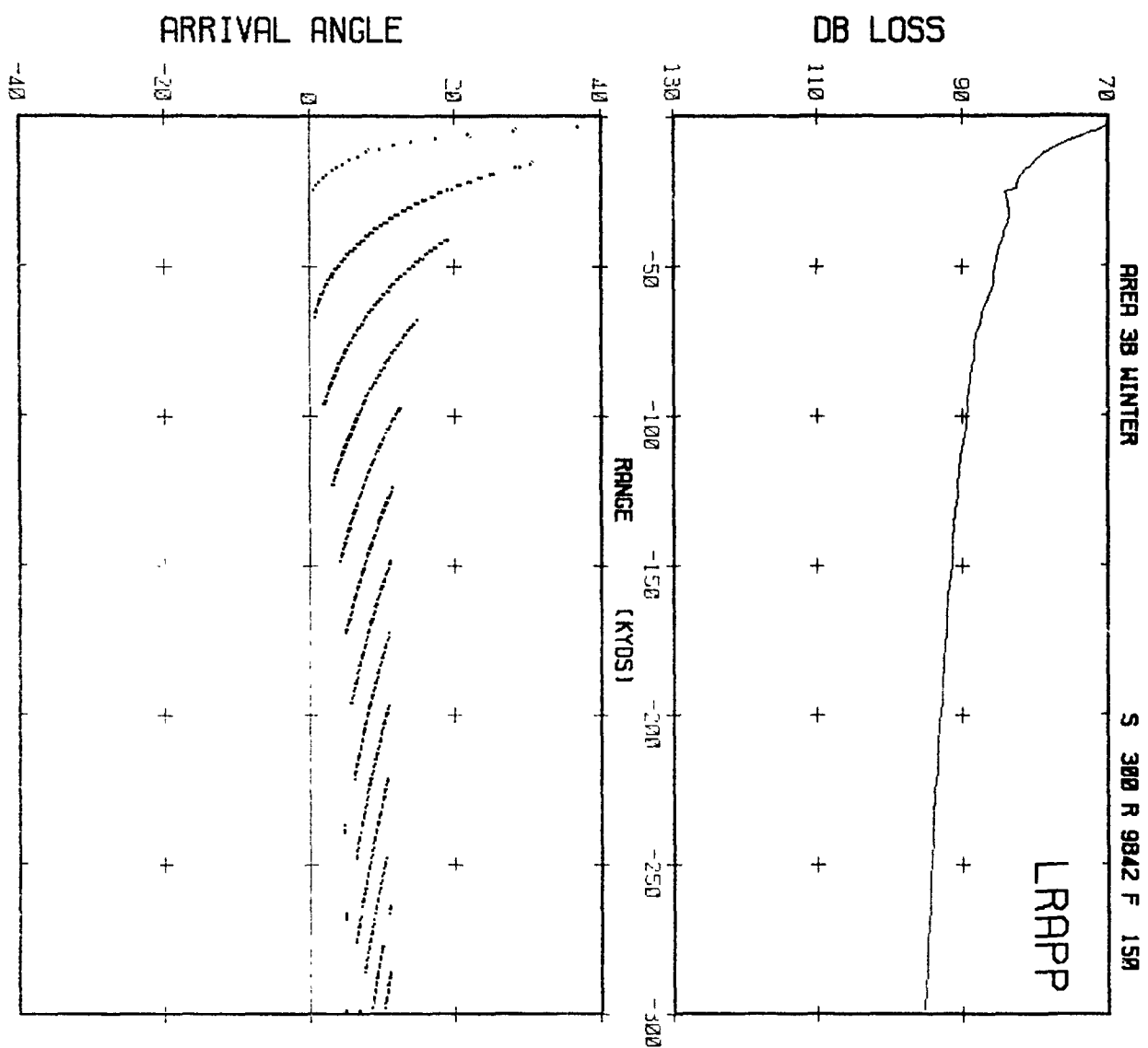


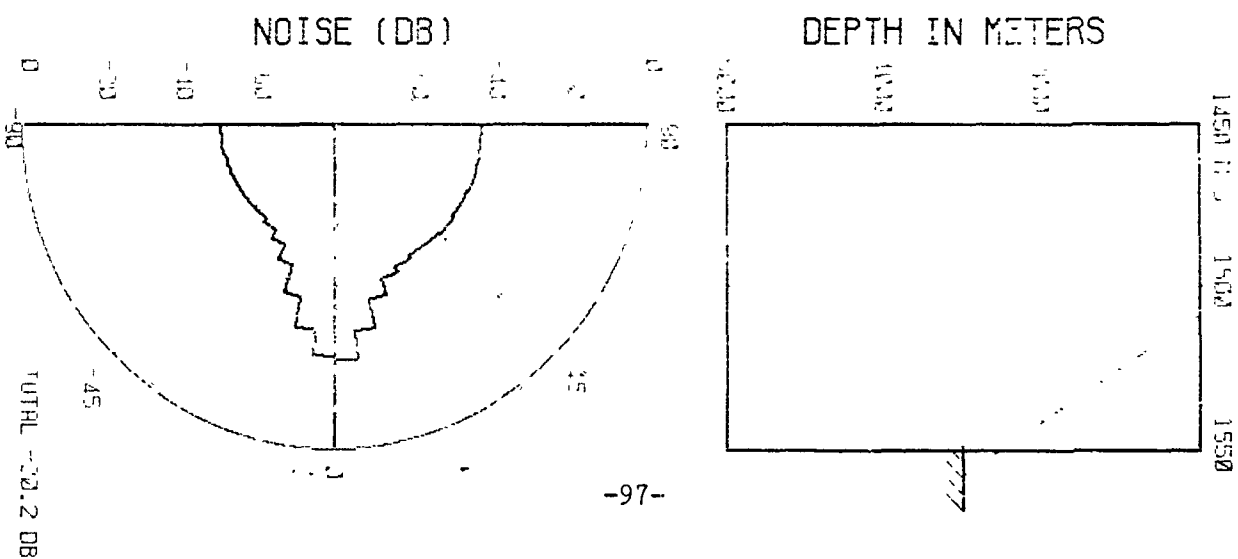
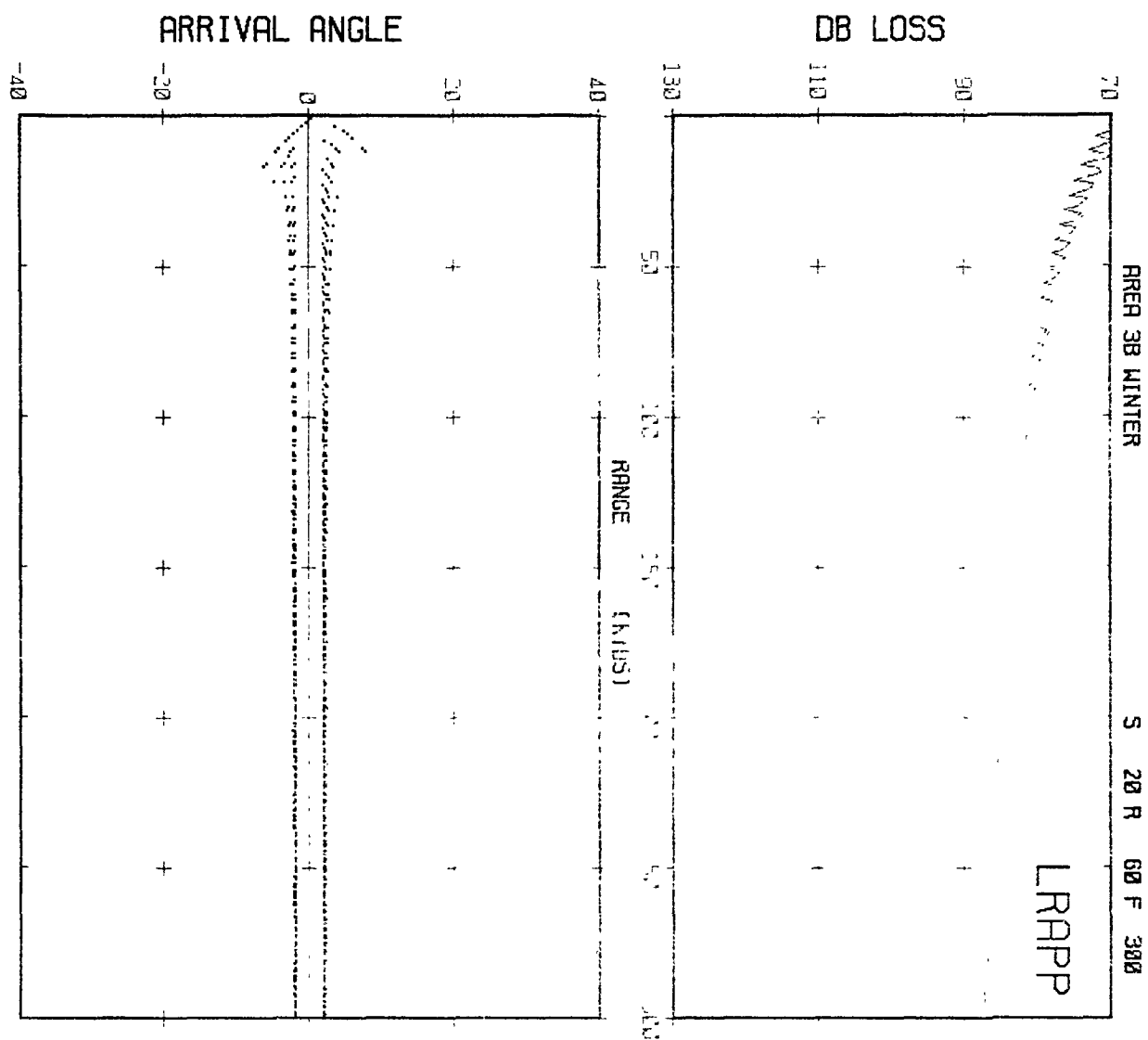
DEPTH IN METERS

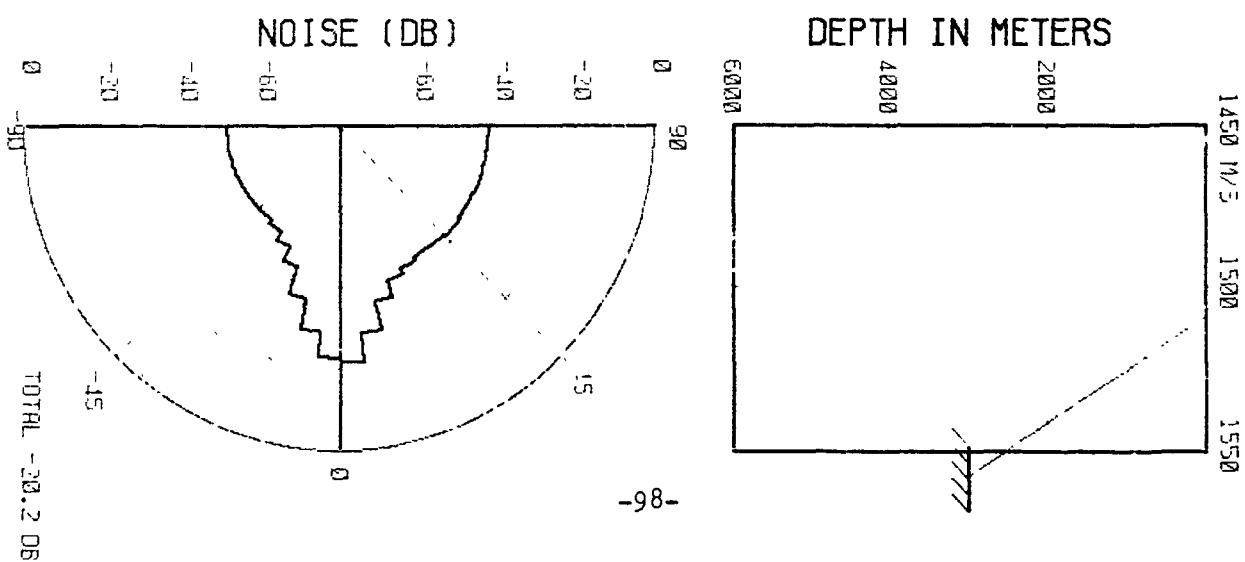
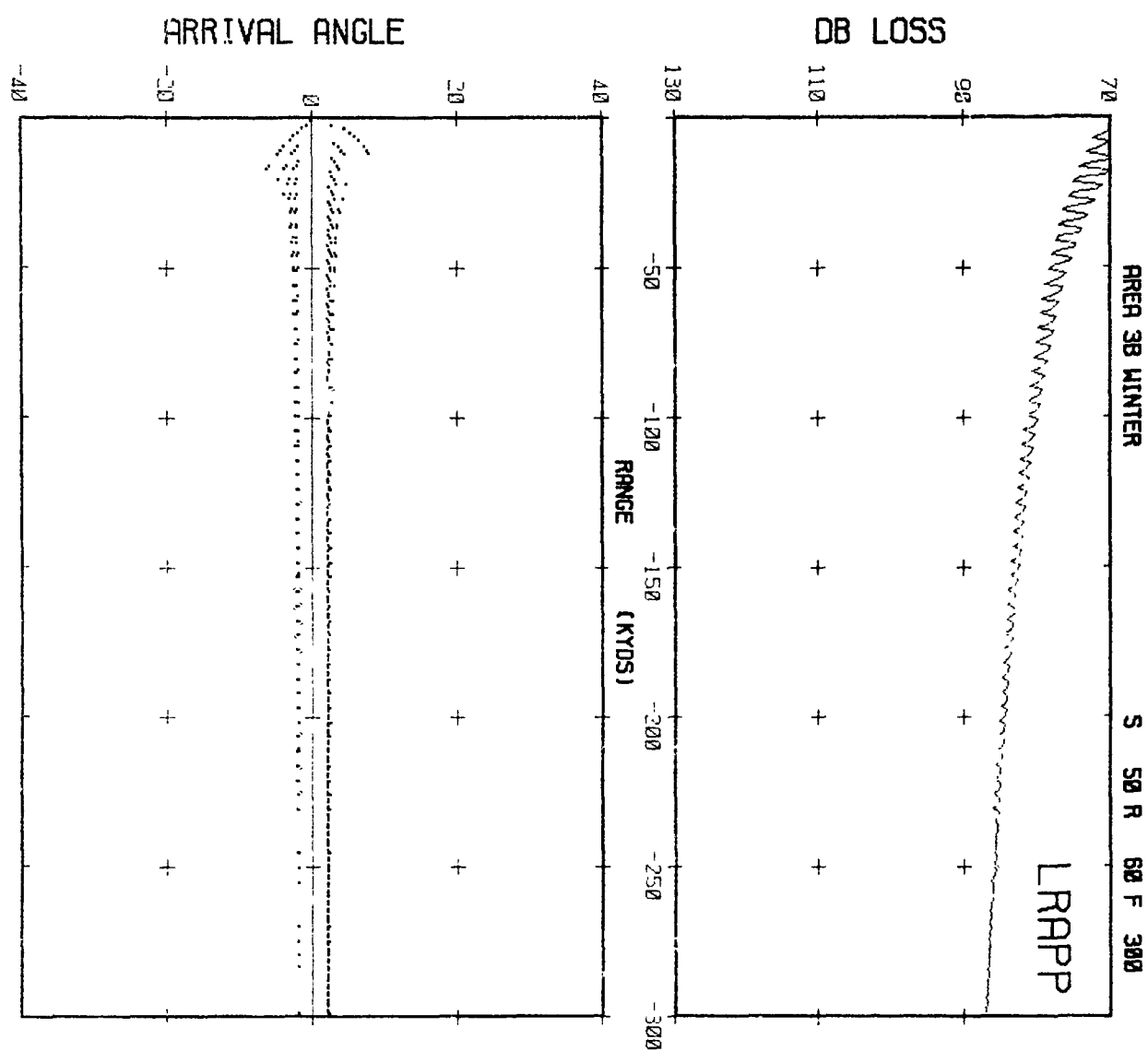


NOISE (DB)







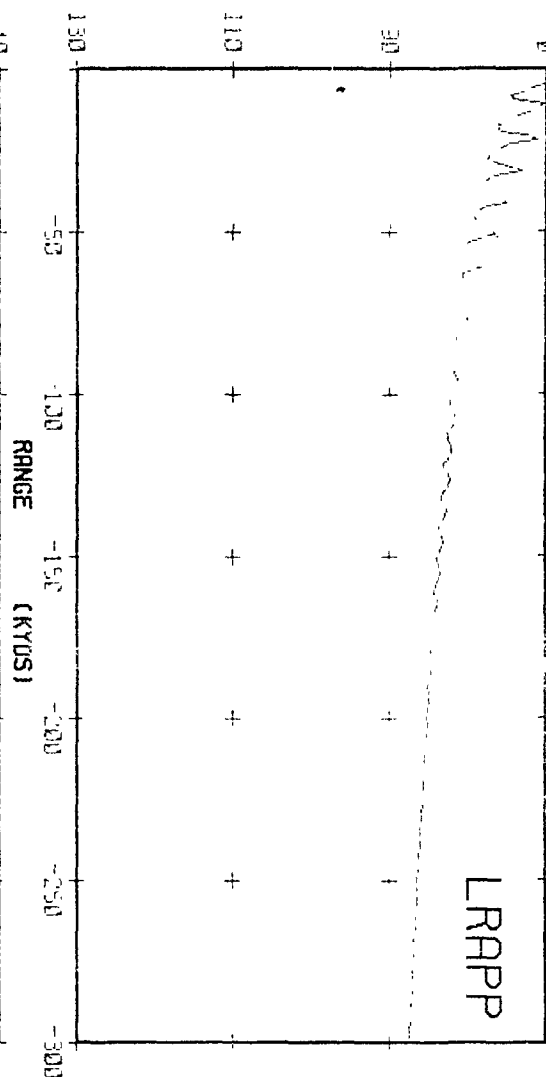


RRR 3B MINTER

S 380 R 60 F 300

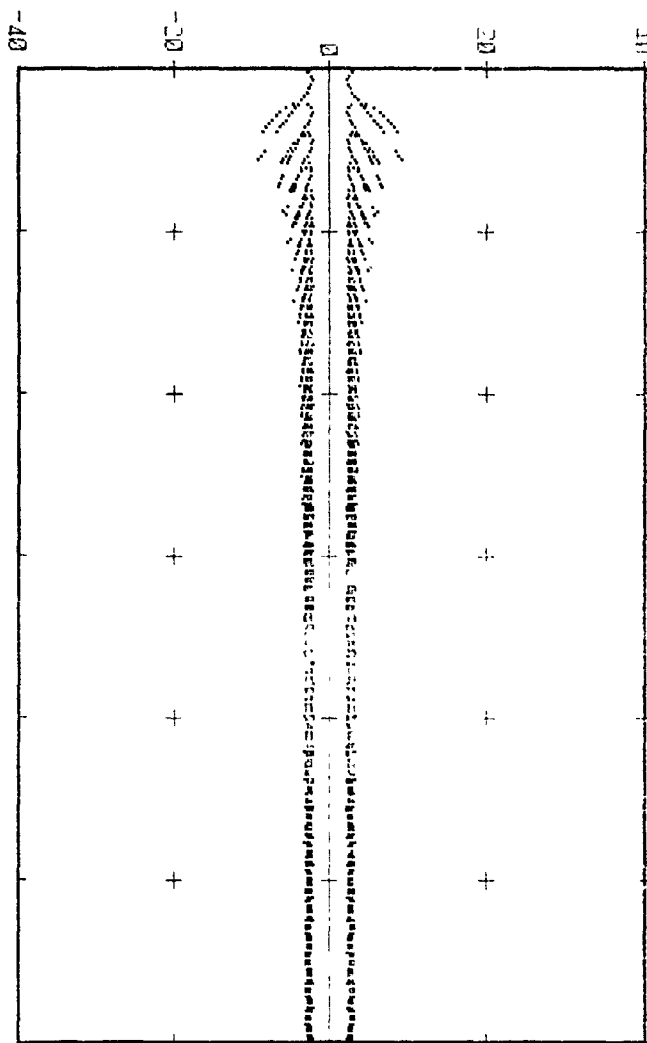
1450 H:5 1500 1550

DB LOSS

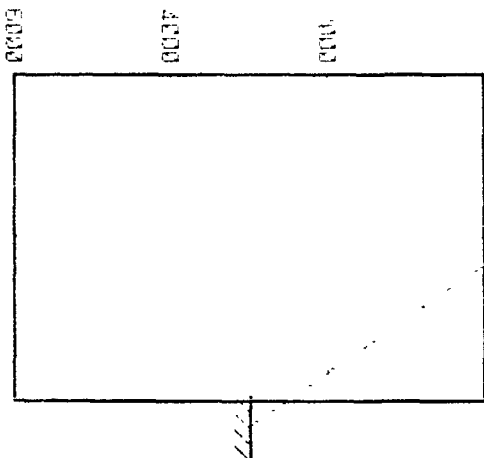


RANGE (KIDS)

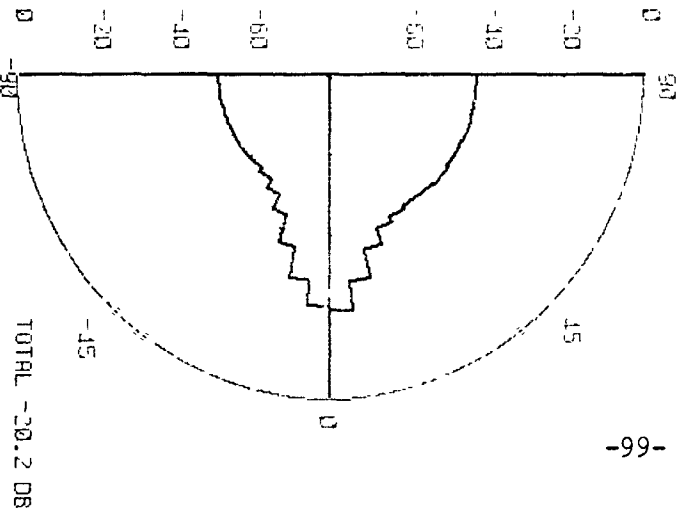
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

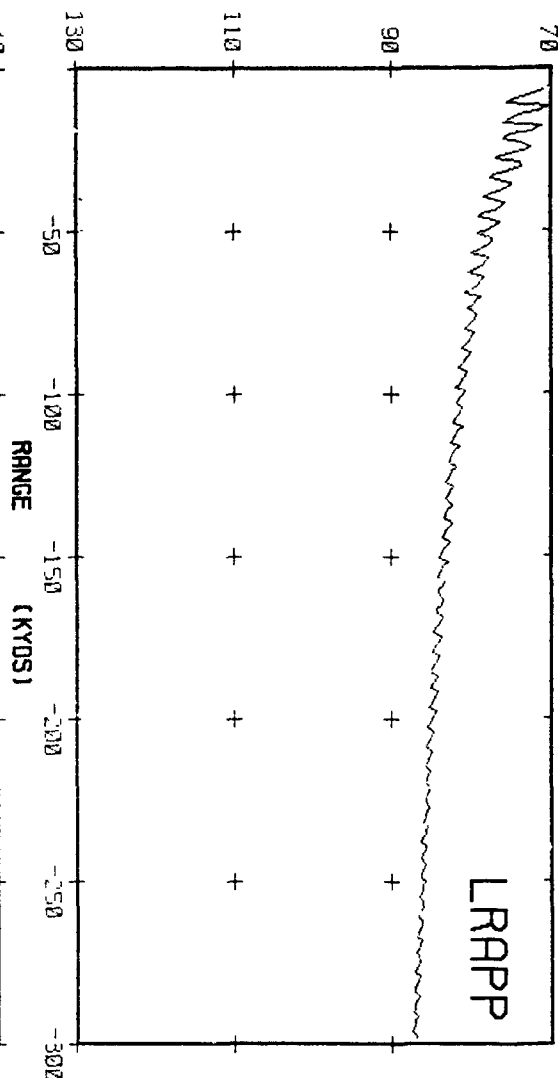




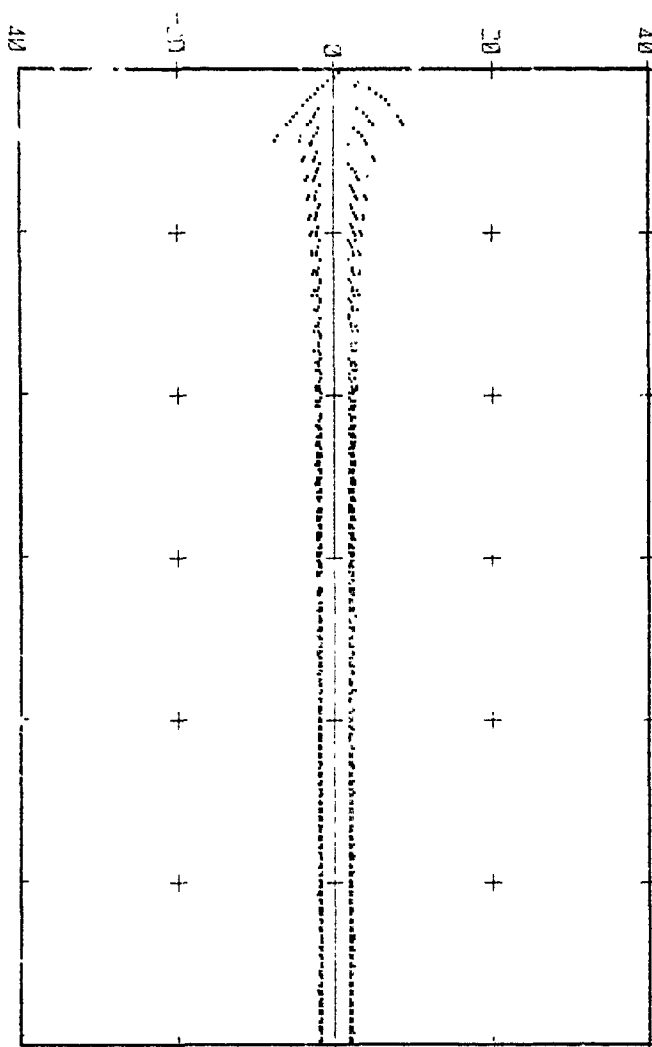
AREA 3B WINTER

S 20 R 100 F 300

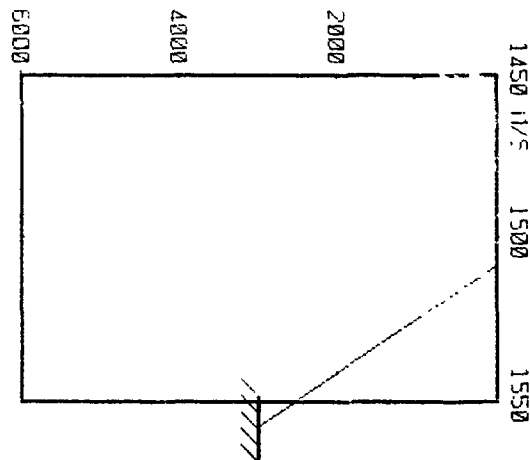
DB LOSS



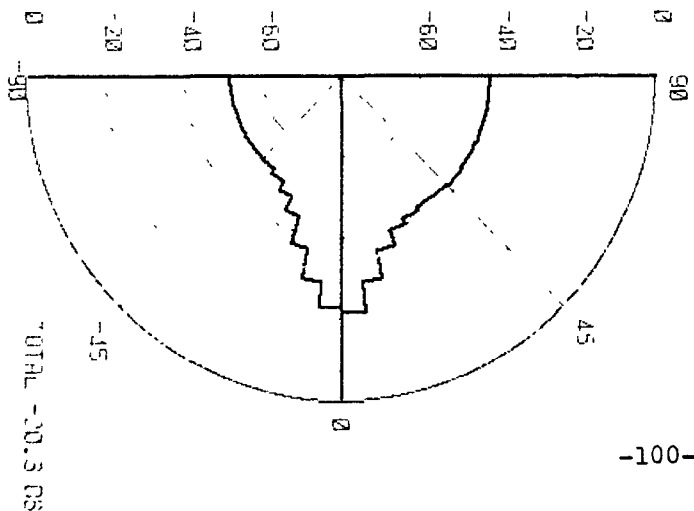
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

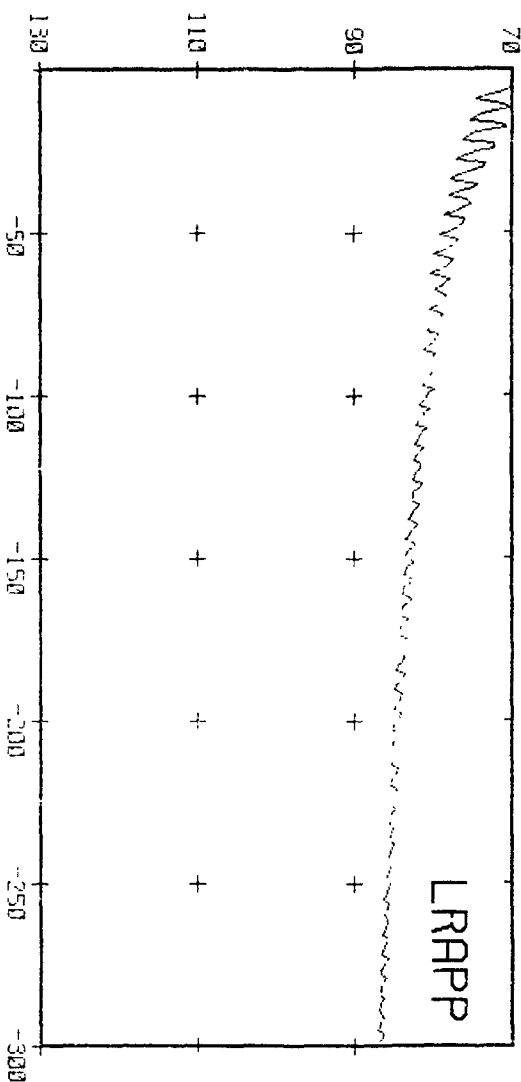


AREA 3B WINTER

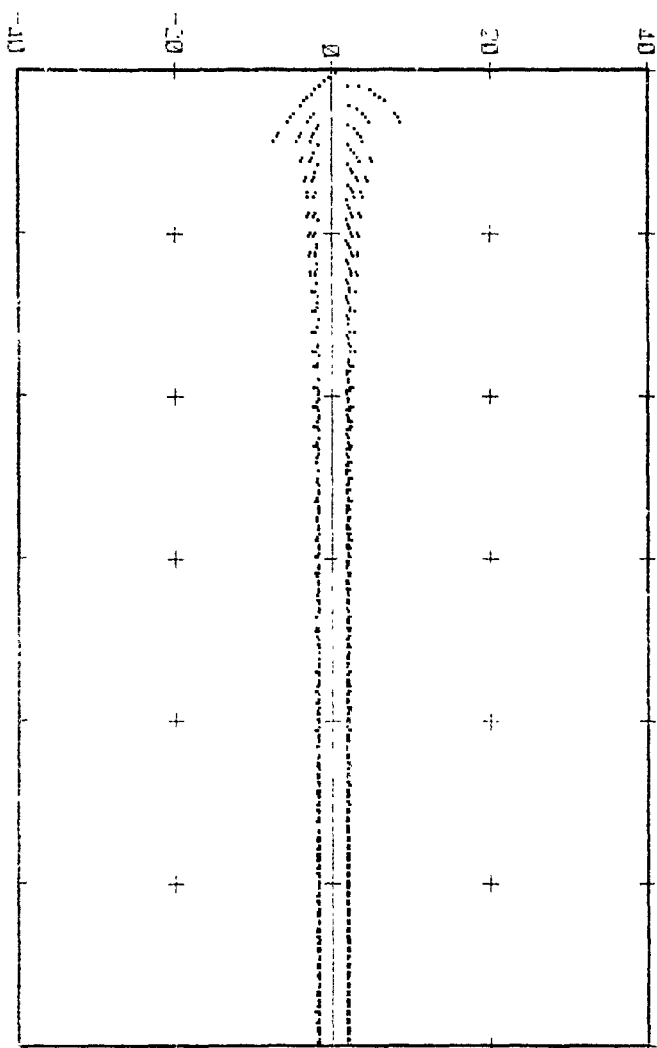
S 50 R 100 F 300

LRAPP

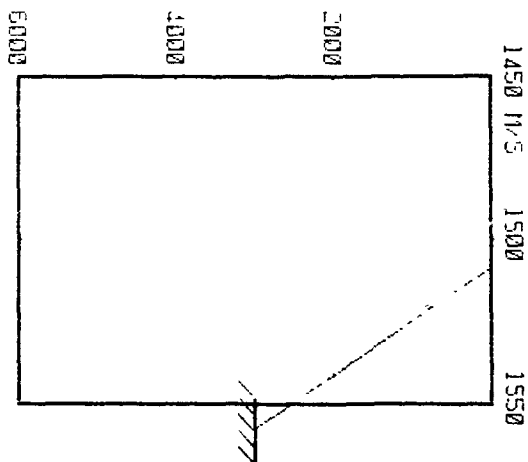
DB LOSS



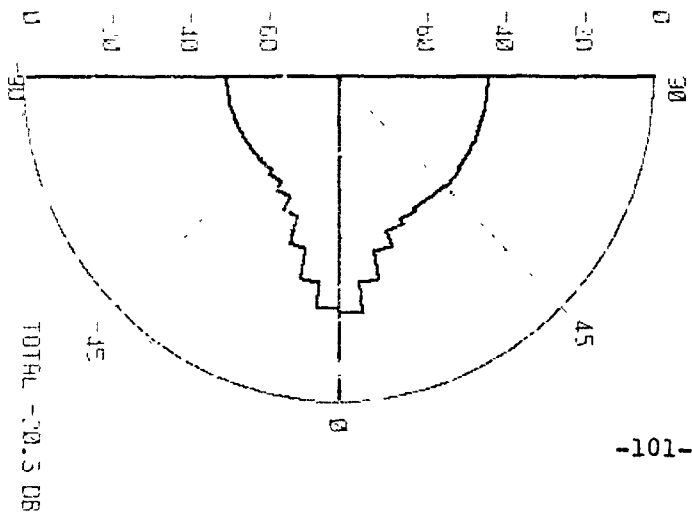
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

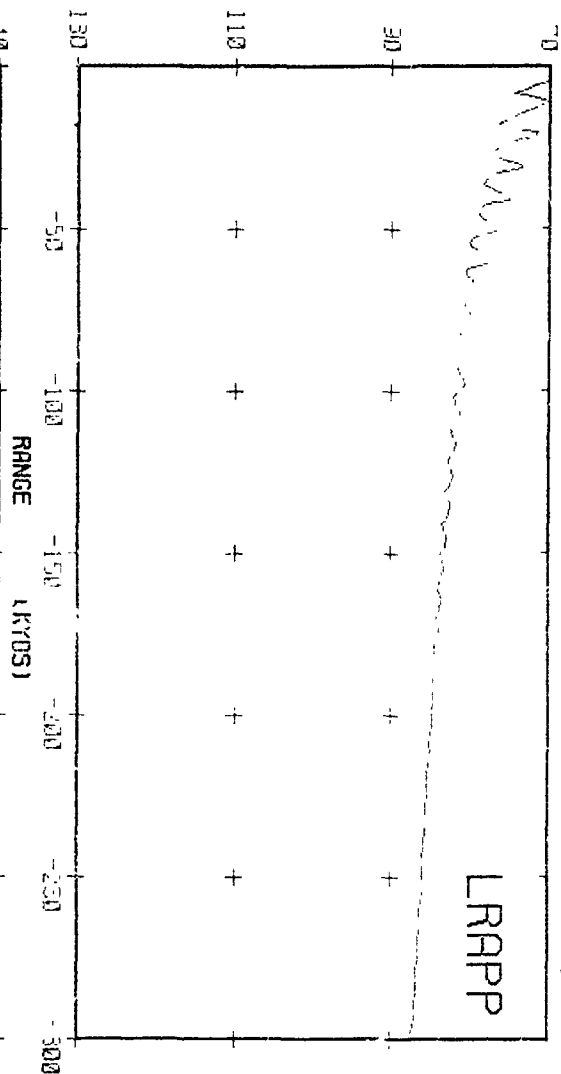


TOTHL -30.5 DB

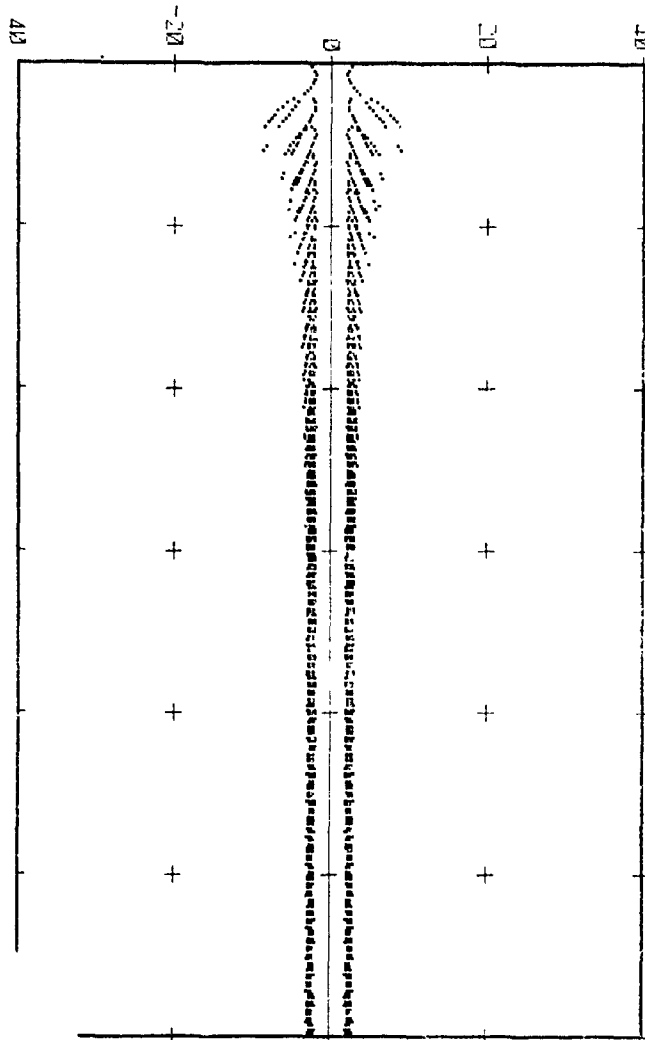
AREA 3B WINTER

S 300 R 100 F 300

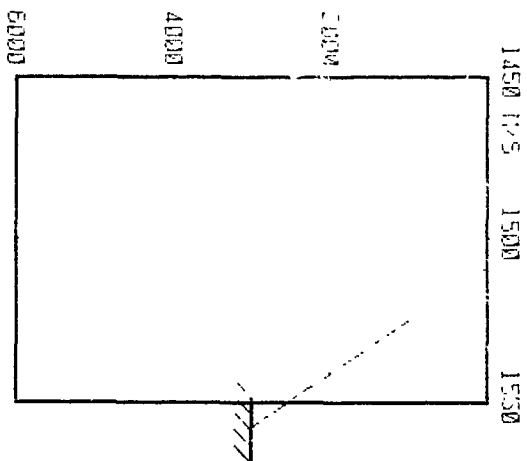
DB LOSS



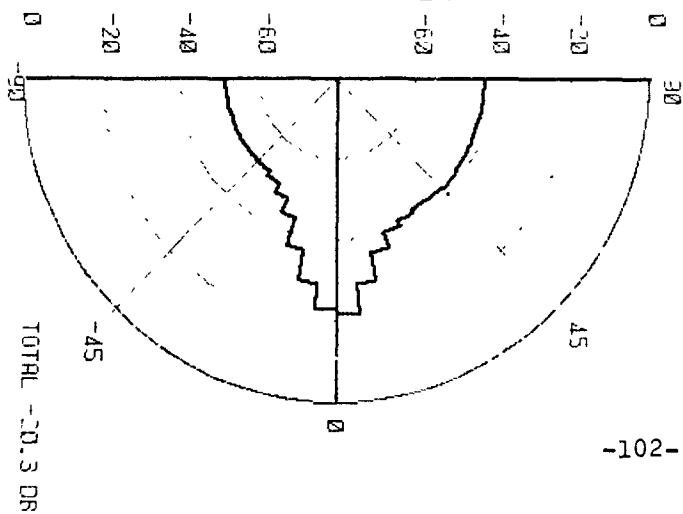
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

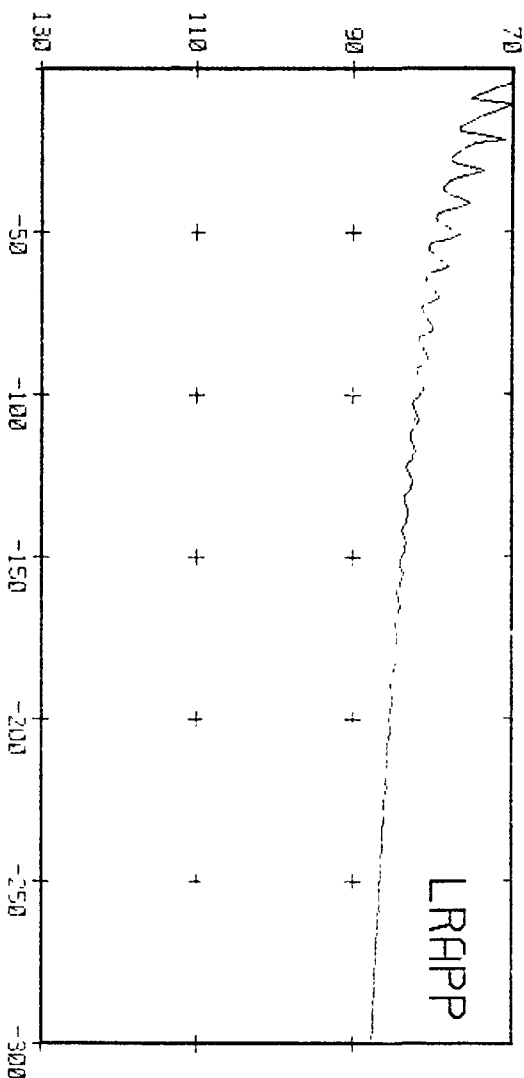


AREA 3B WINTER

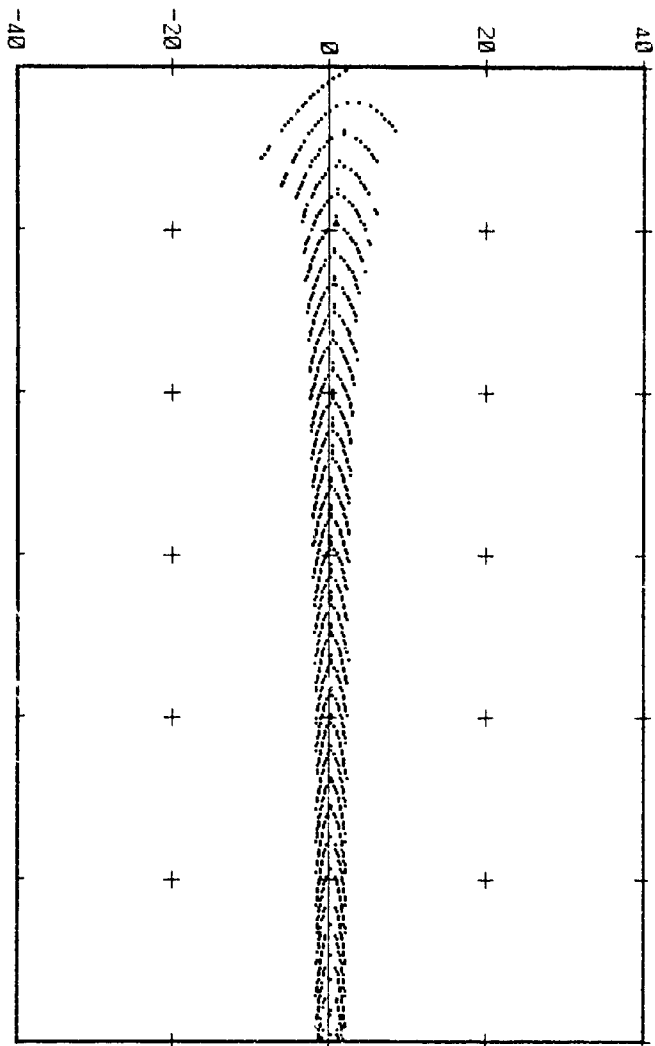
S 20 R 300 F 300

1450 M.S 1500 1550

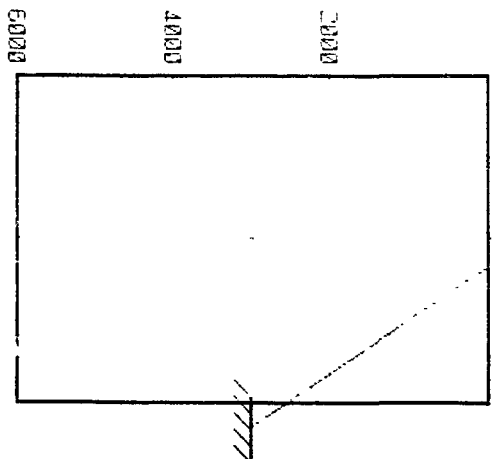
DB LOSS



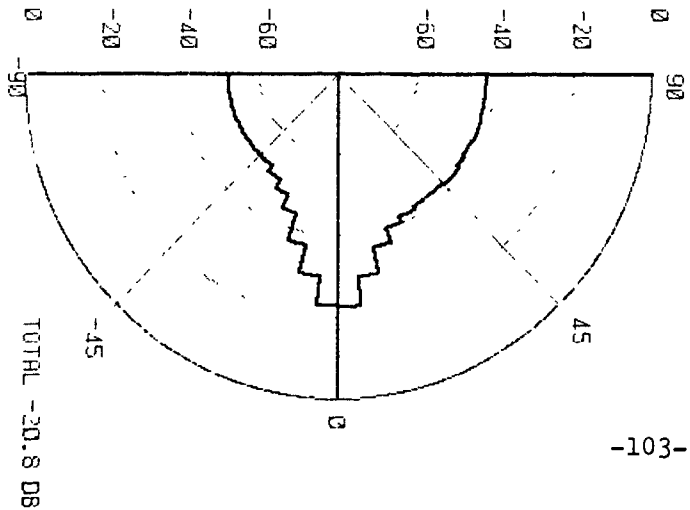
ARRIVAL ANGLE

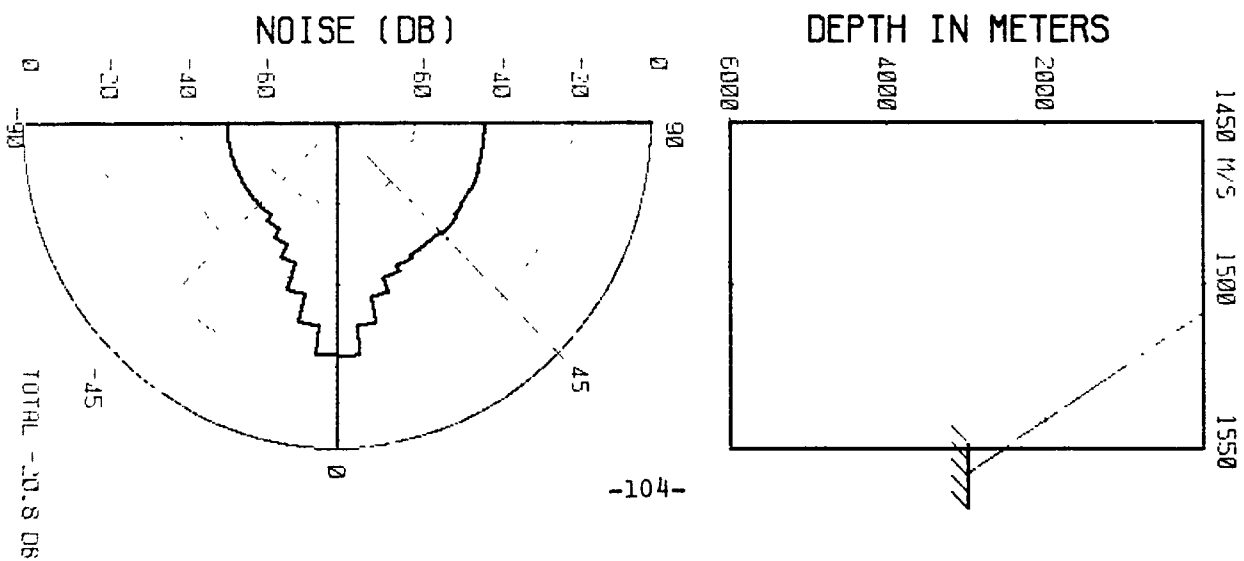
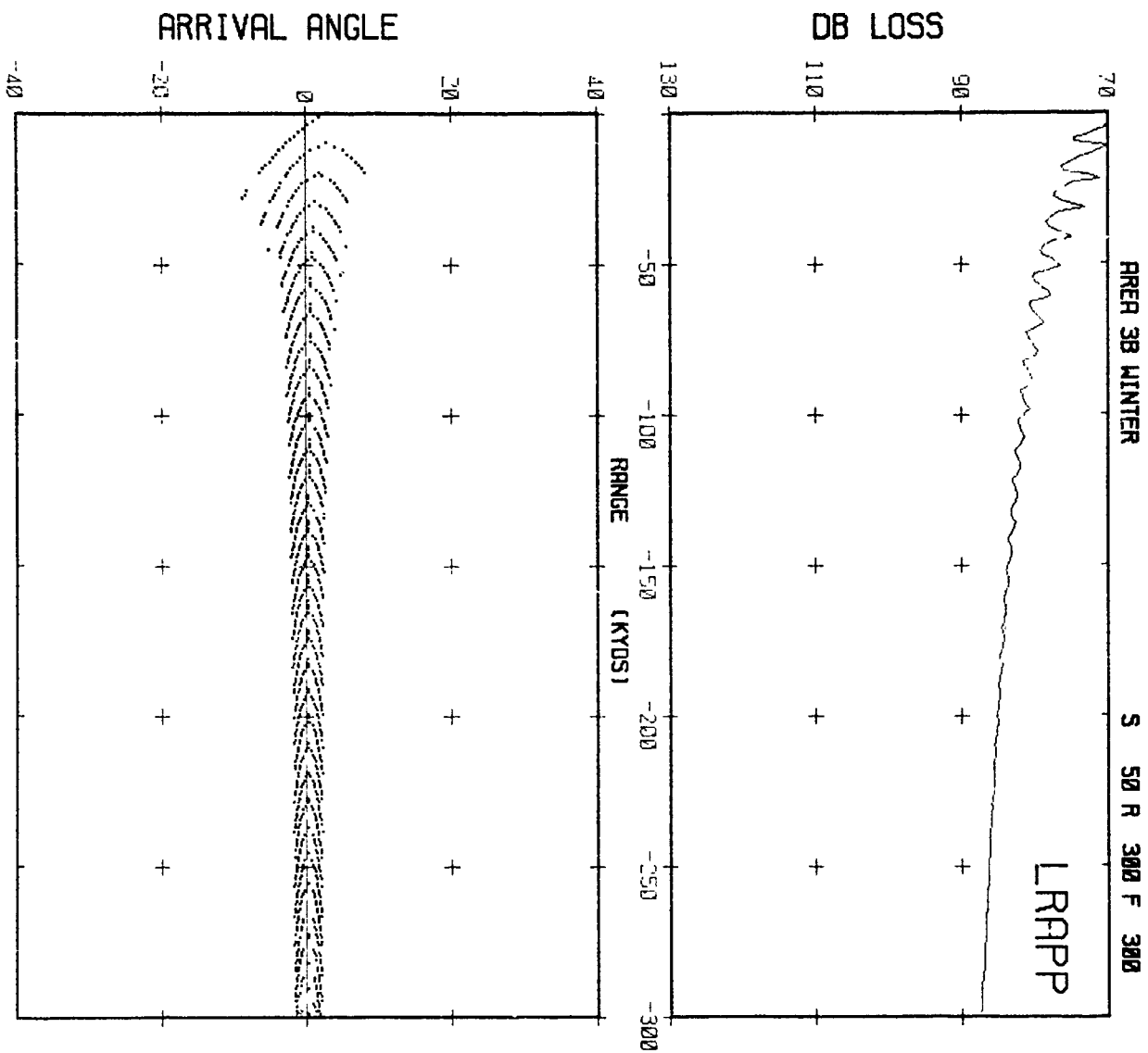


DEPTH IN METERS



NOISE (DB)



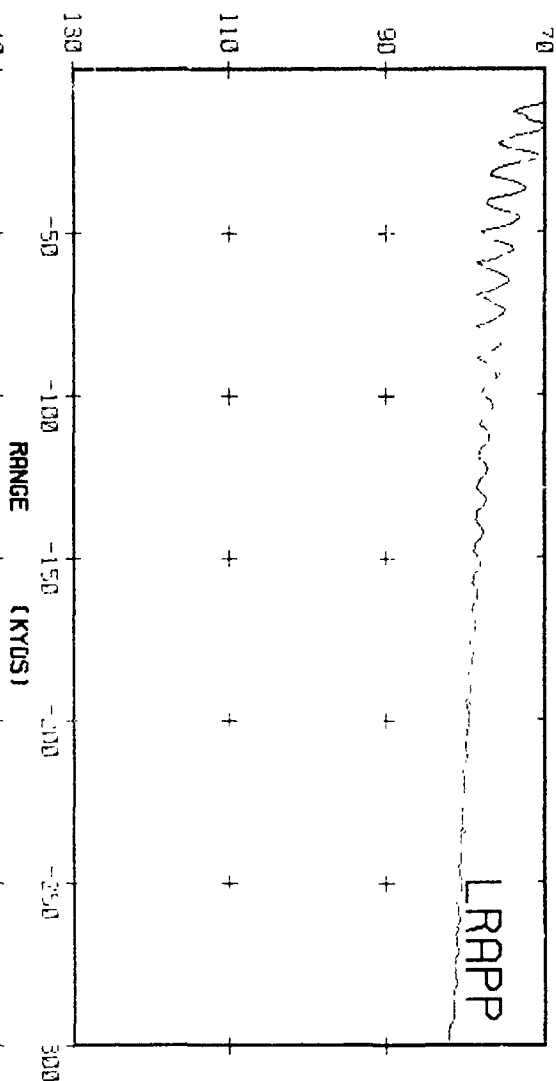


AREA 3B WINTER

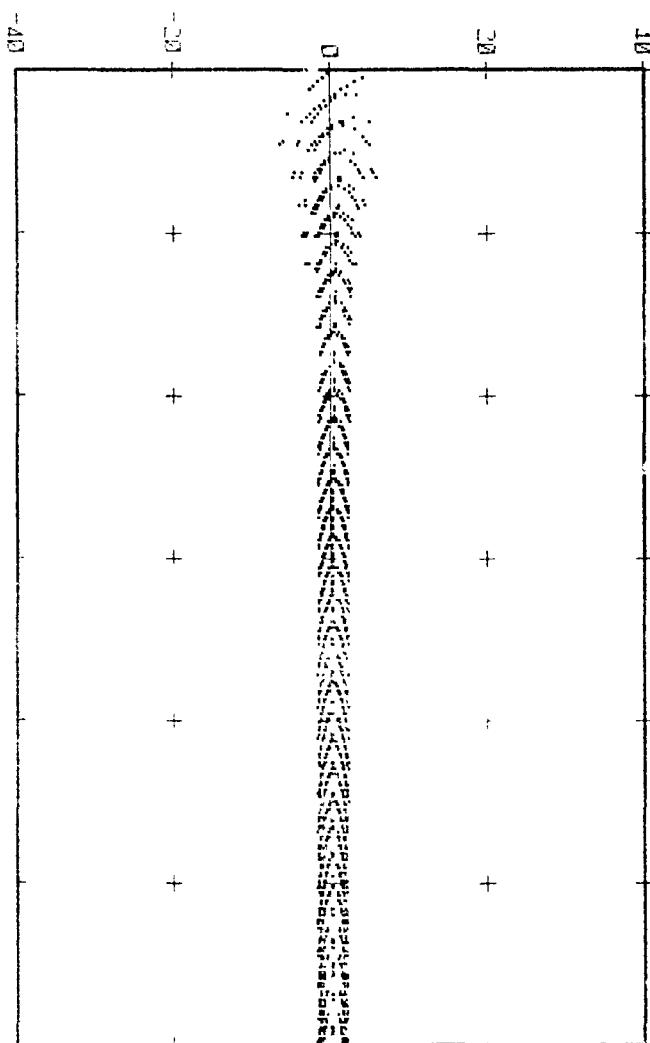
S 300 R 300 F 300

LRAPP

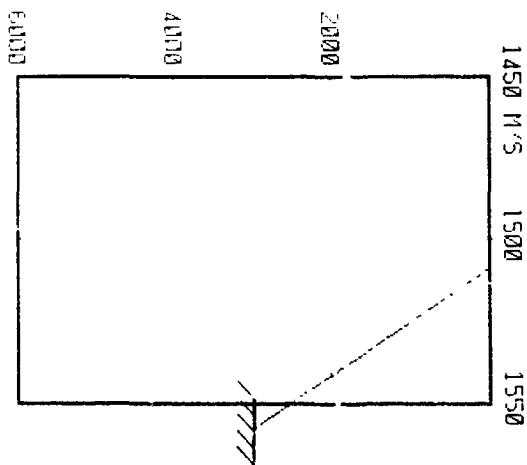
DB LOSS



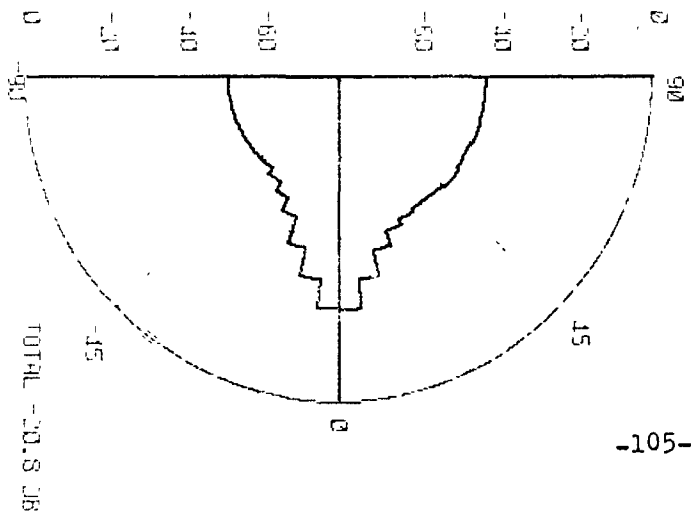
ARRIVAL ANGLE

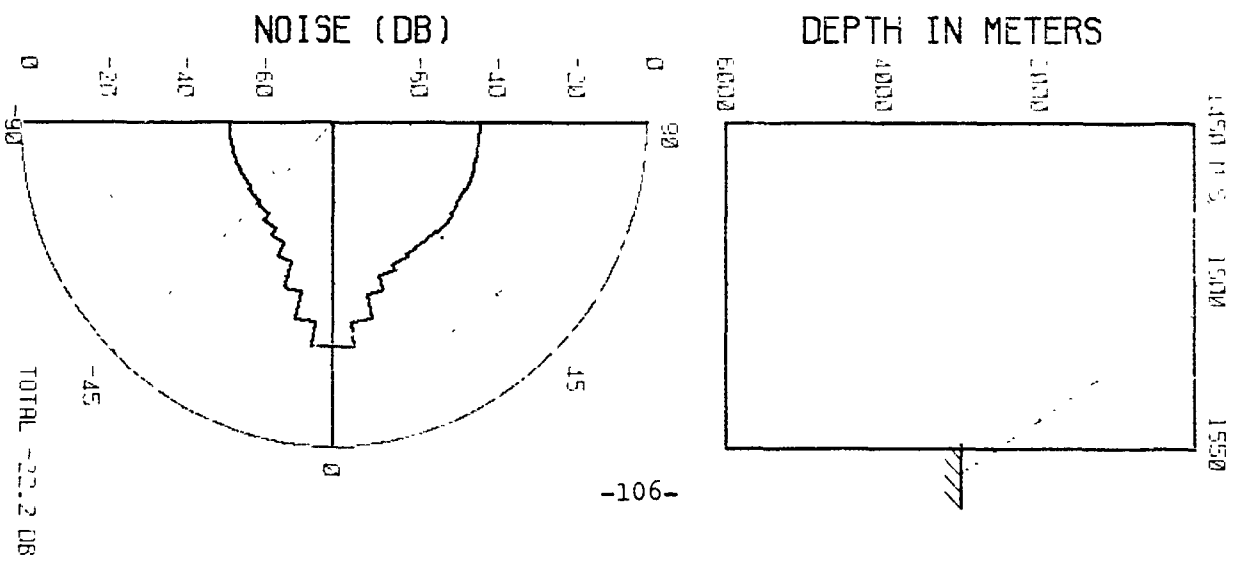
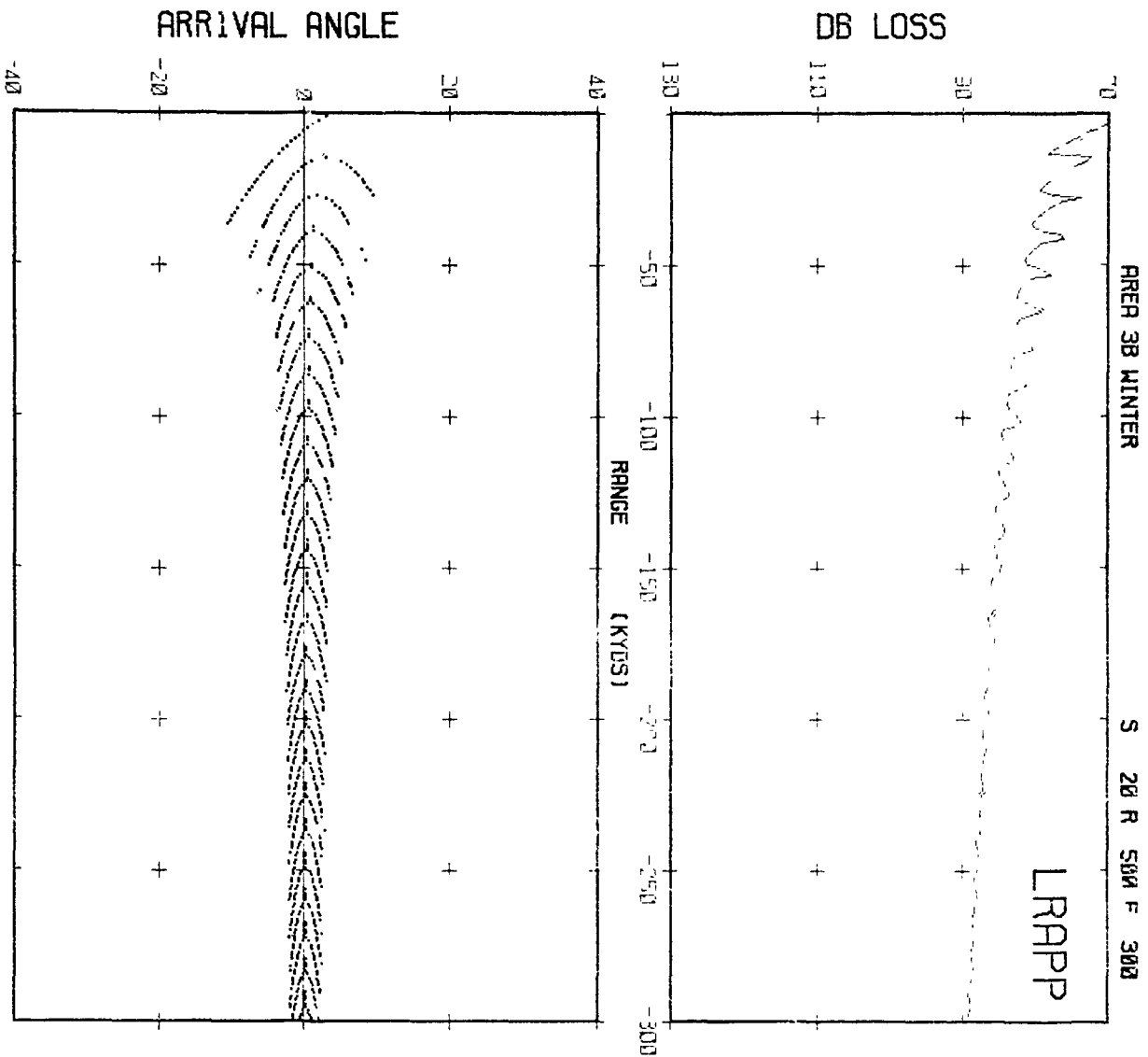


DEPTH IN METERS



NOISE (DB)



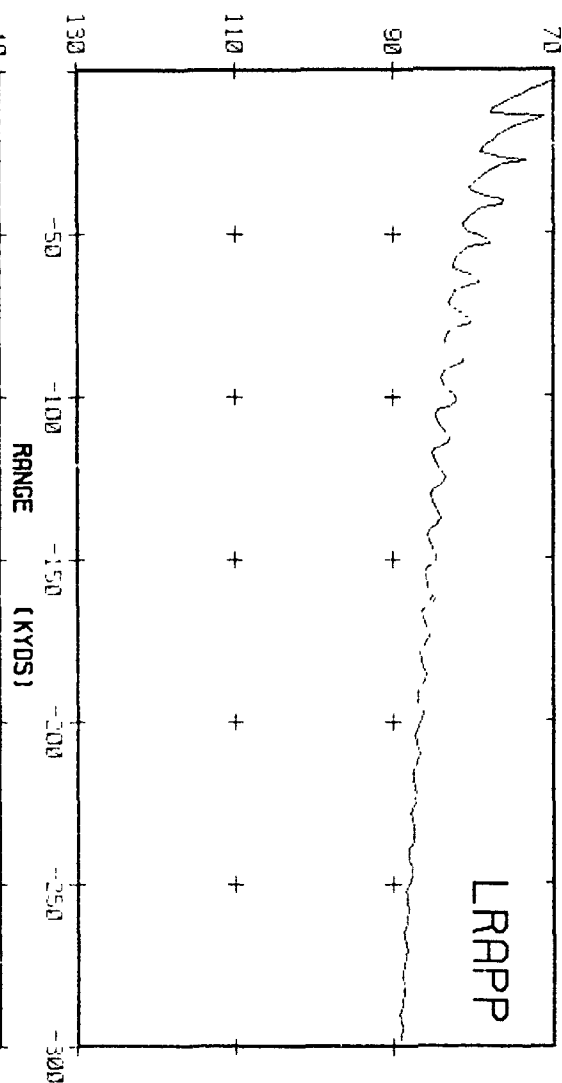


AREA 3B WINTER

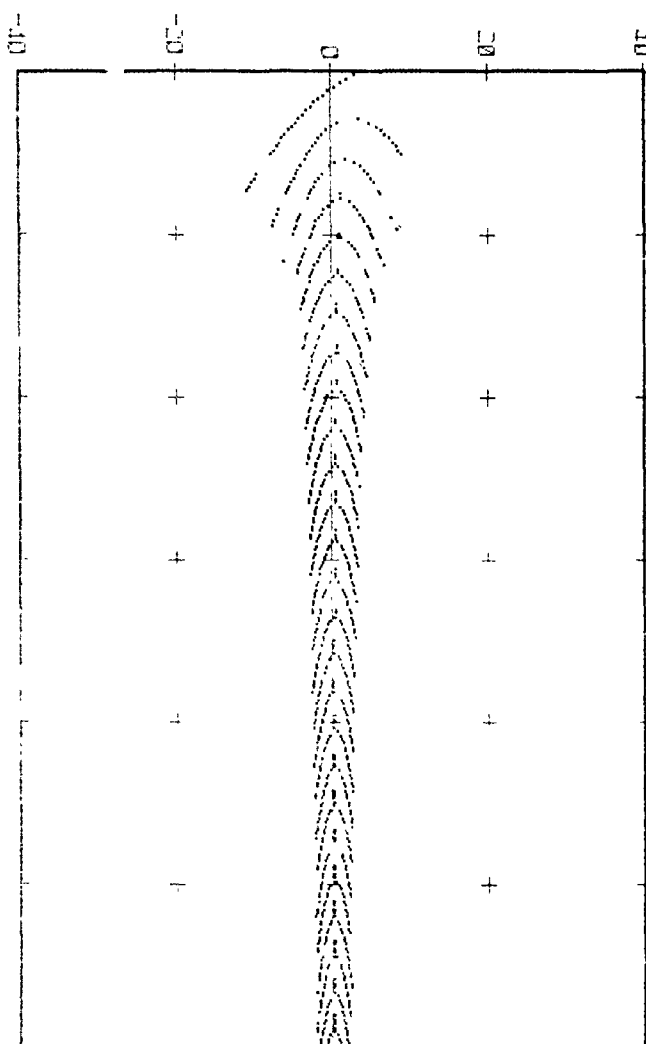
S 50 R 500 F 300

LRAPP

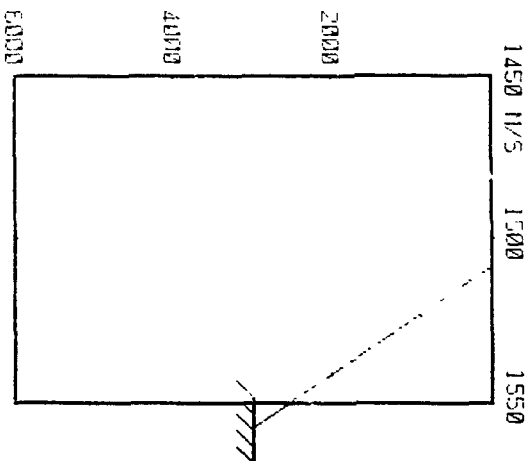
DB LOSS



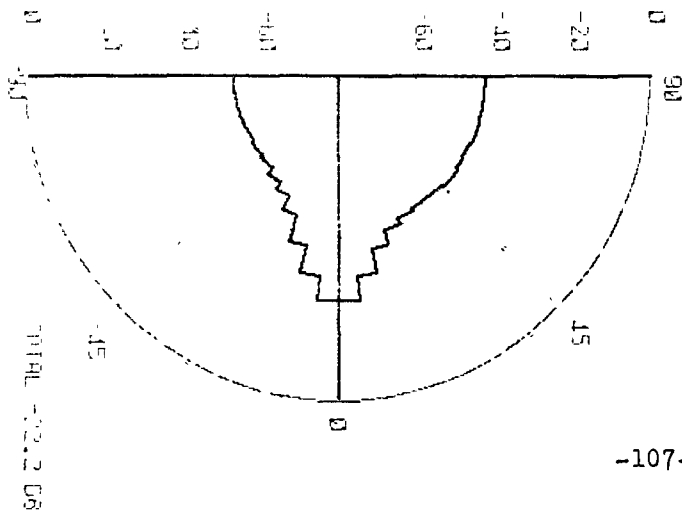
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



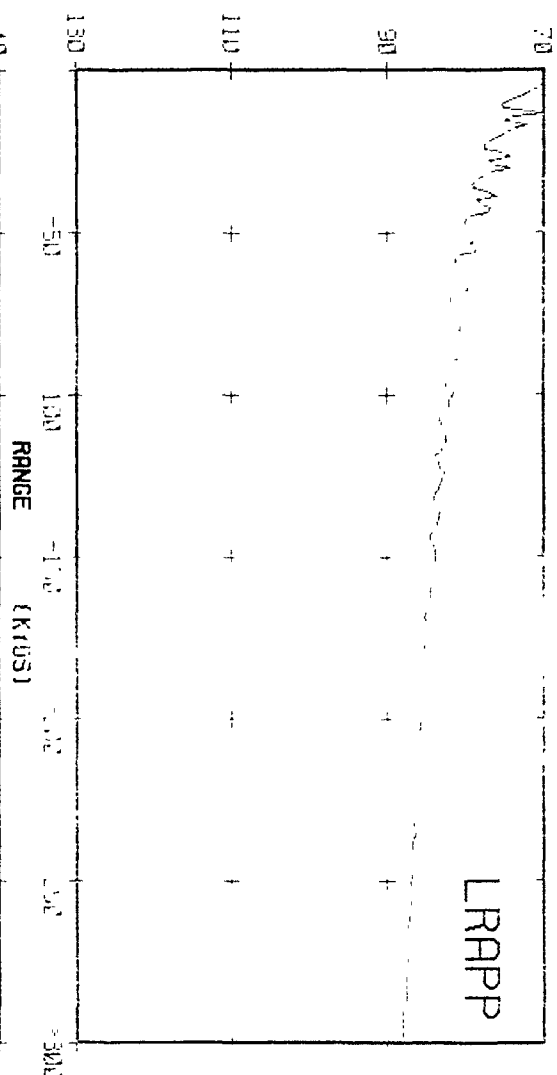


RPER 3B WINTER

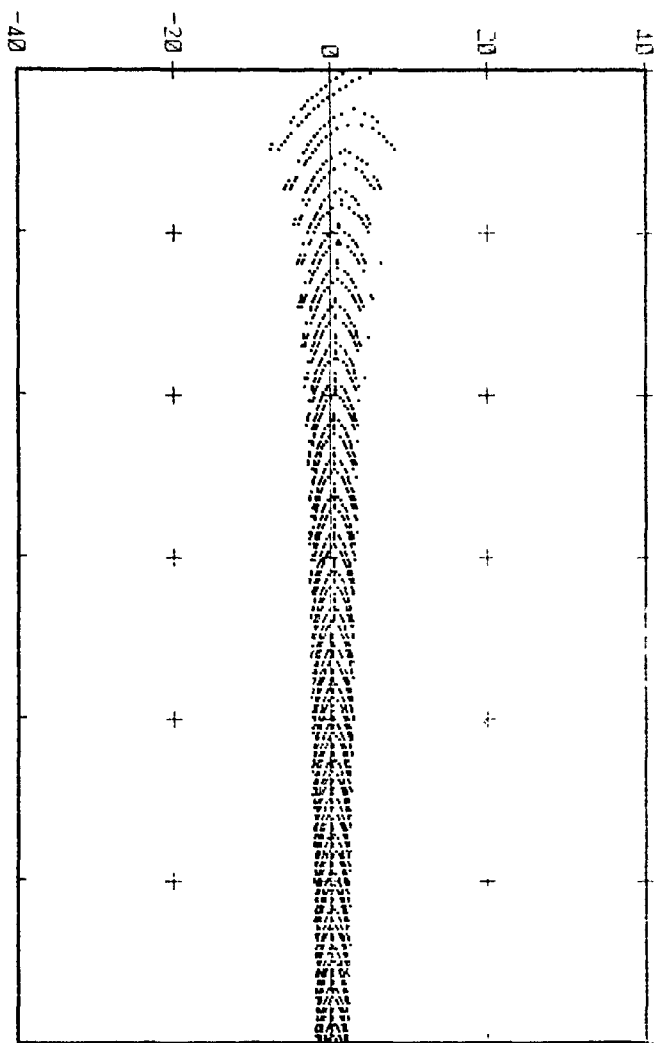
S 360 R 500 F 300

1450 11-5 1400 1550

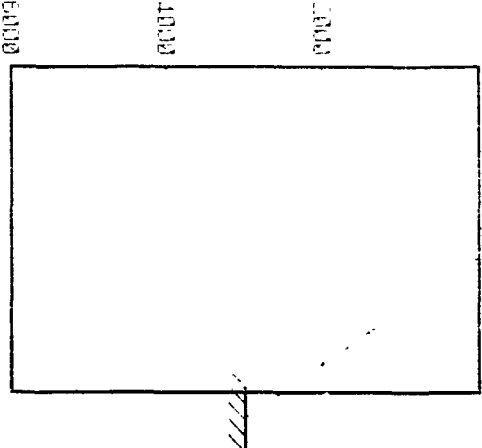
DB LOSS



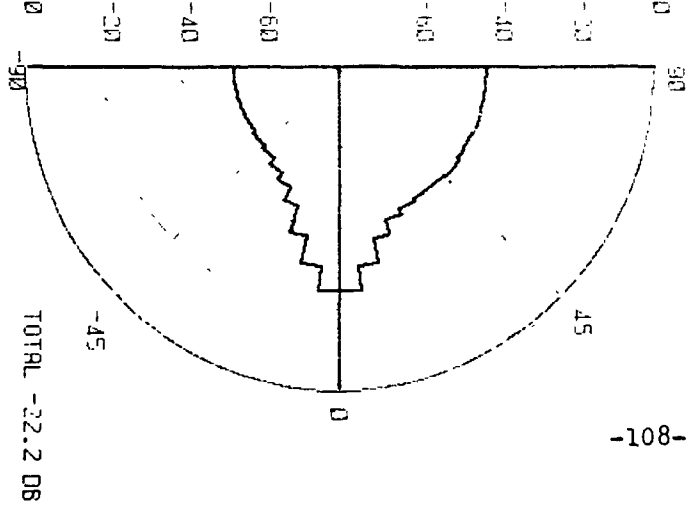
ARRIVAL ANGLE



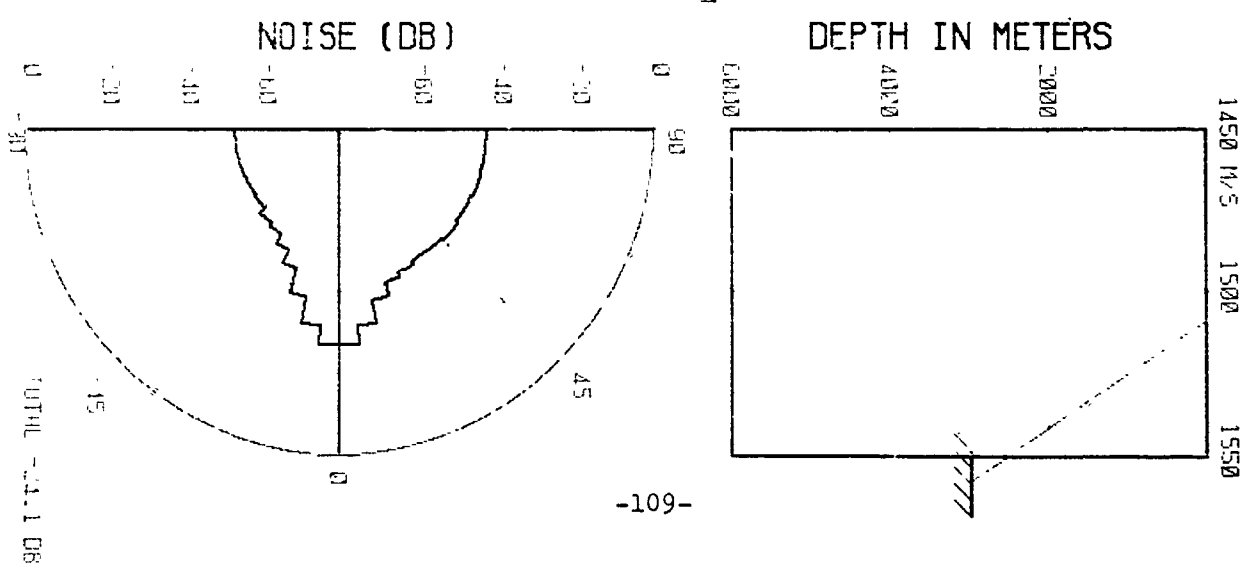
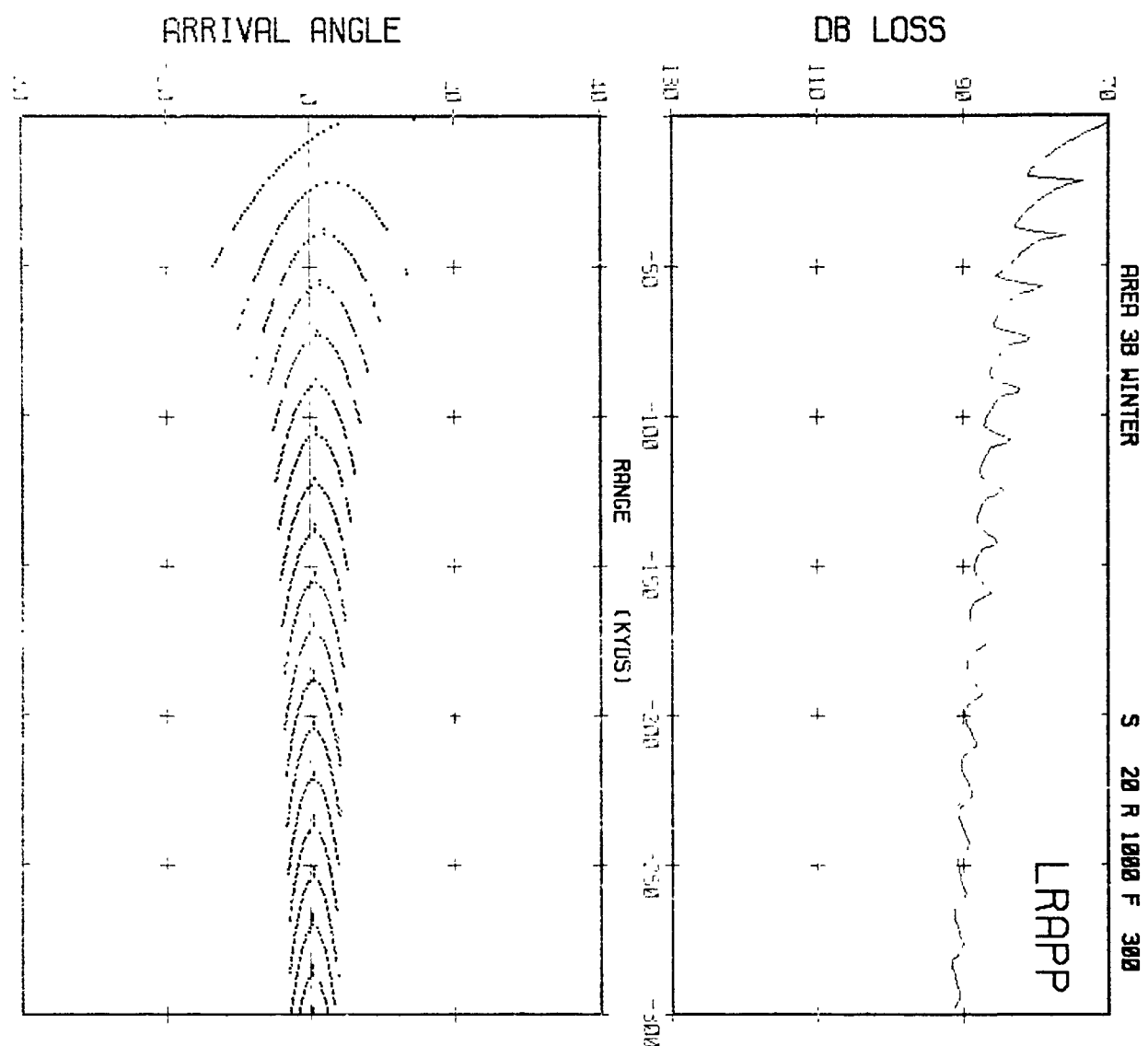
DEPTH IN METERS

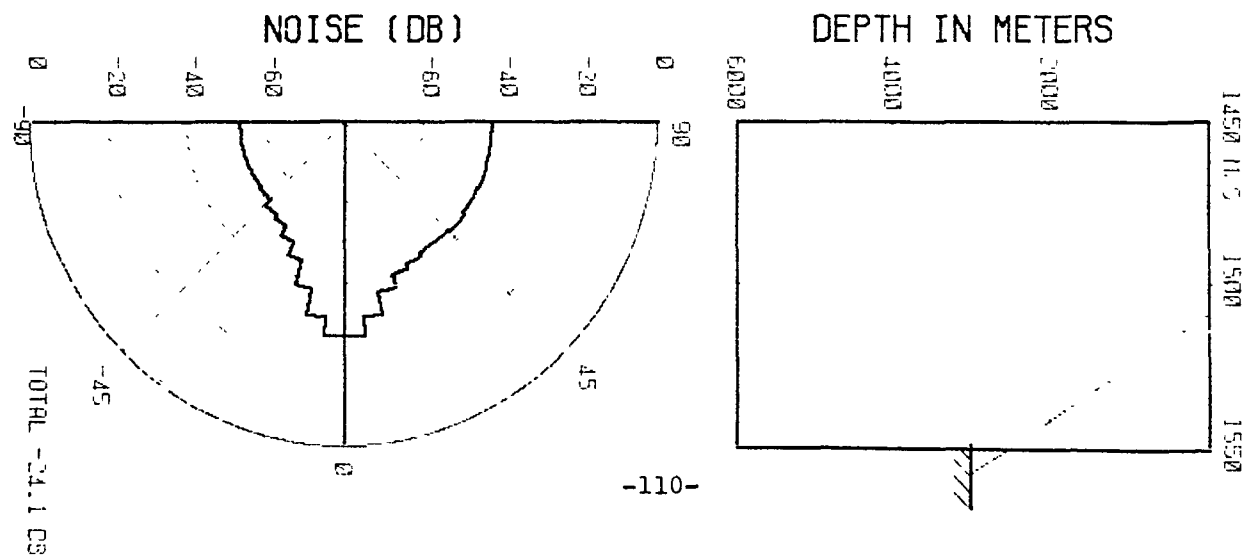
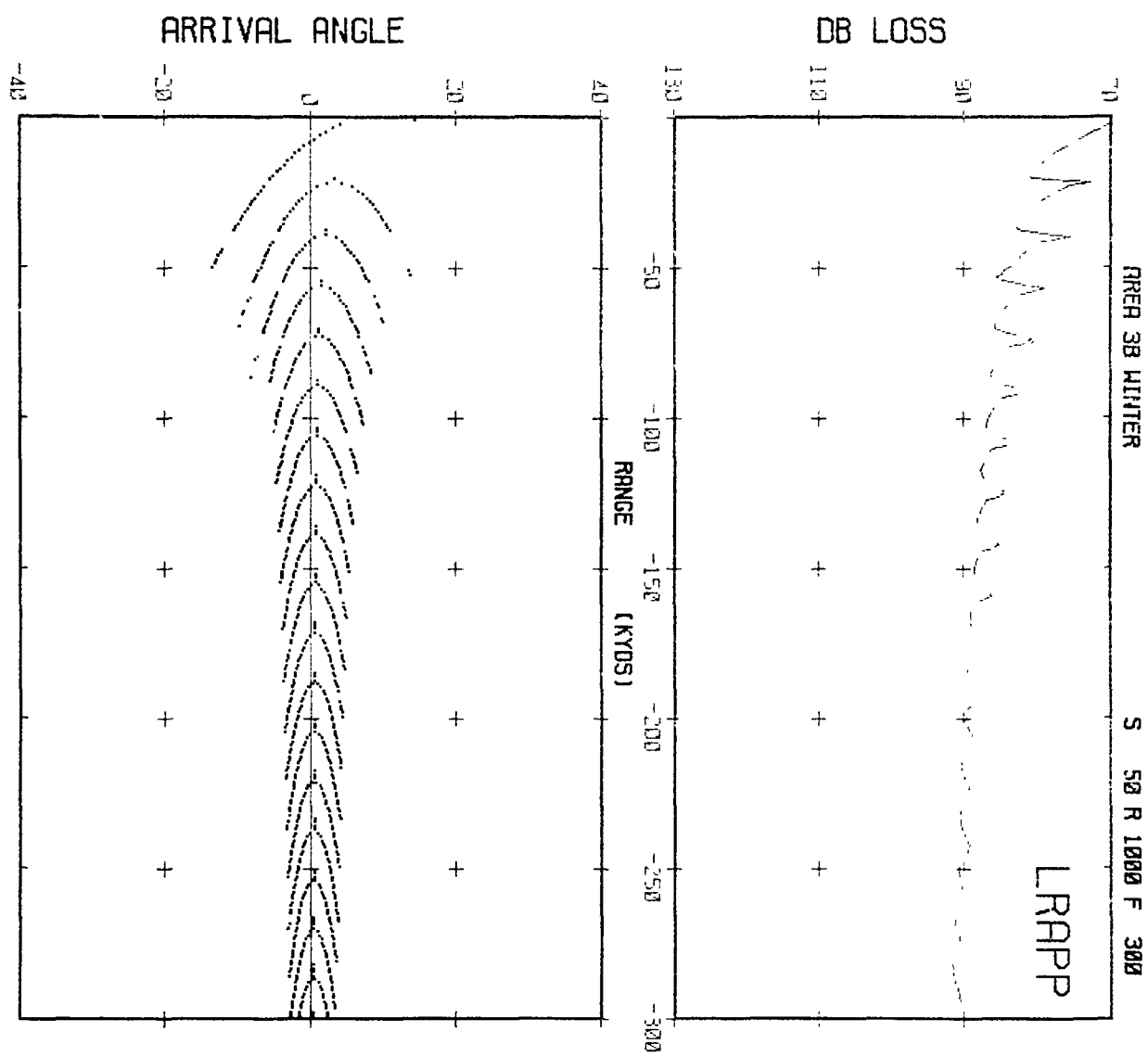


NOISE (DB)



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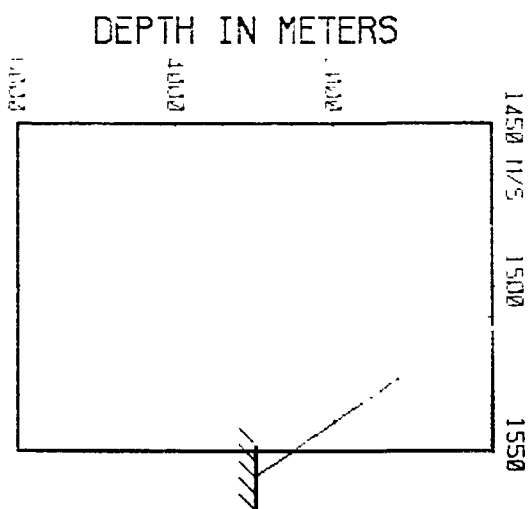
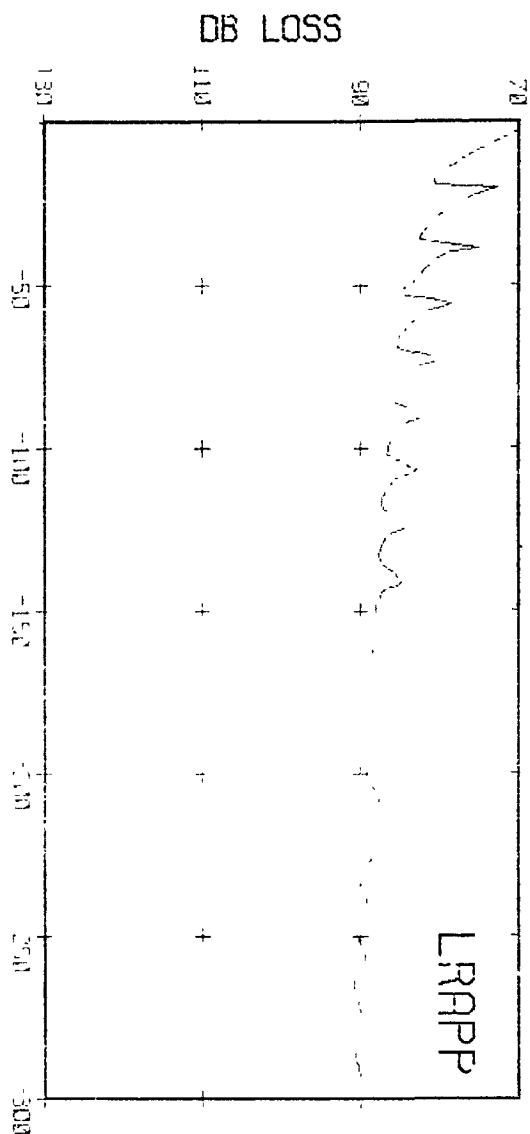




S 300 R 1000 F 3002

1450	11/5	1500	1550
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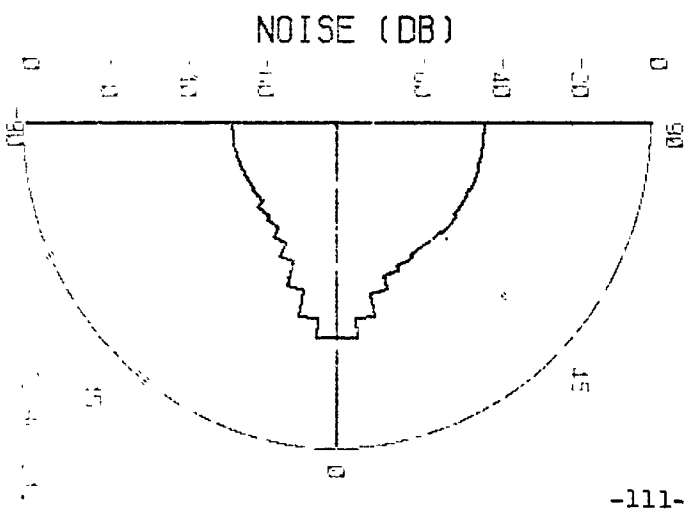
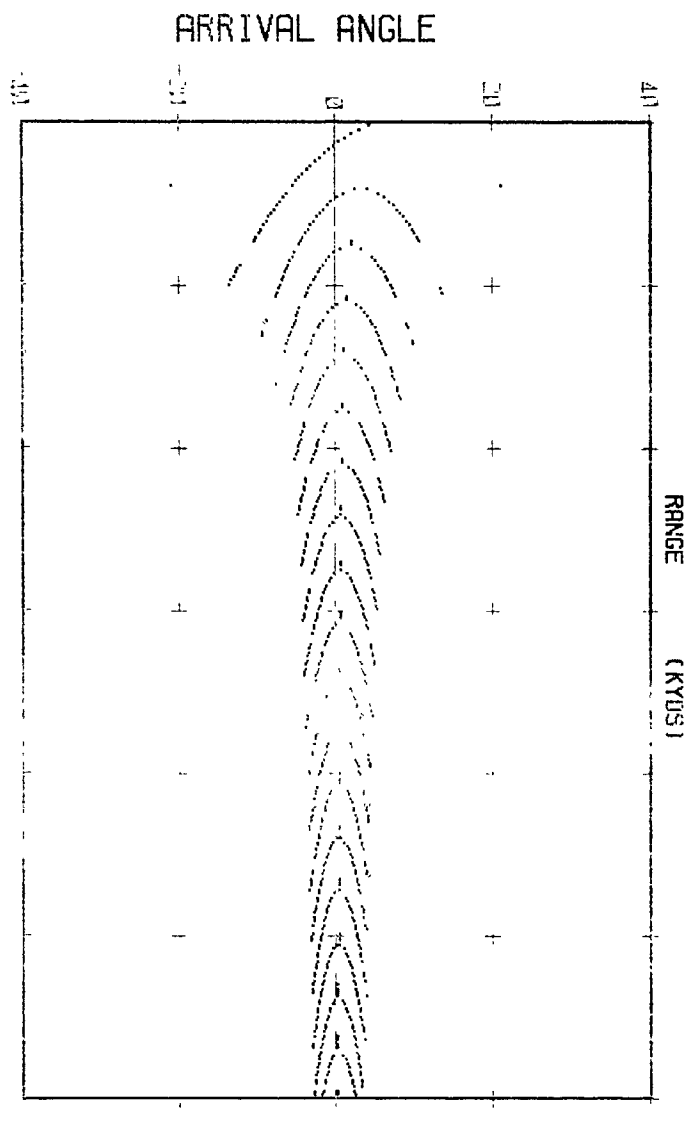
LPRPP

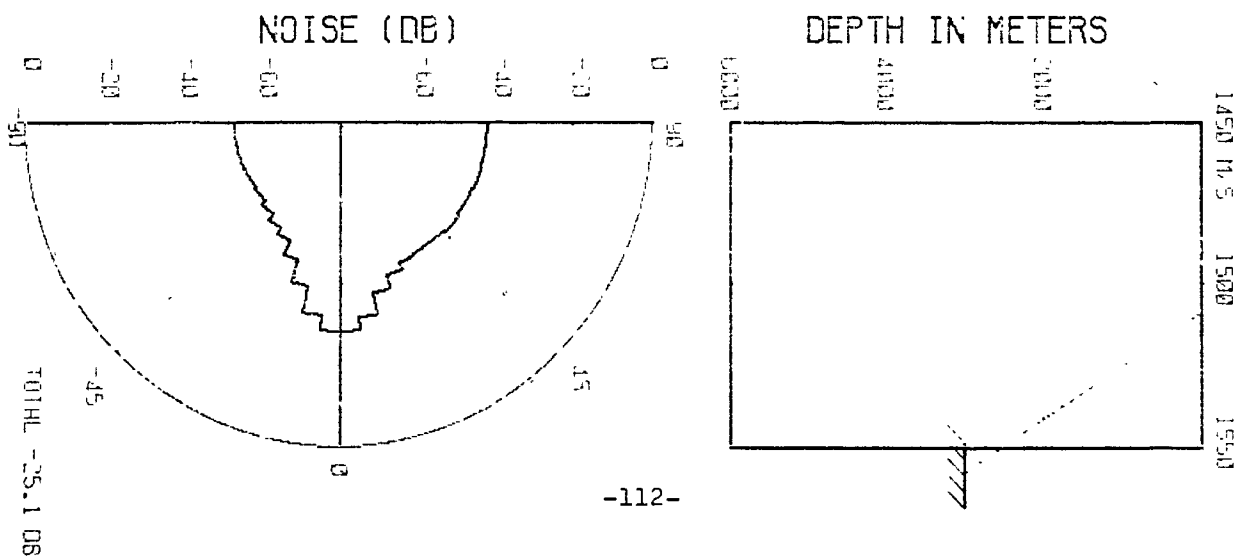
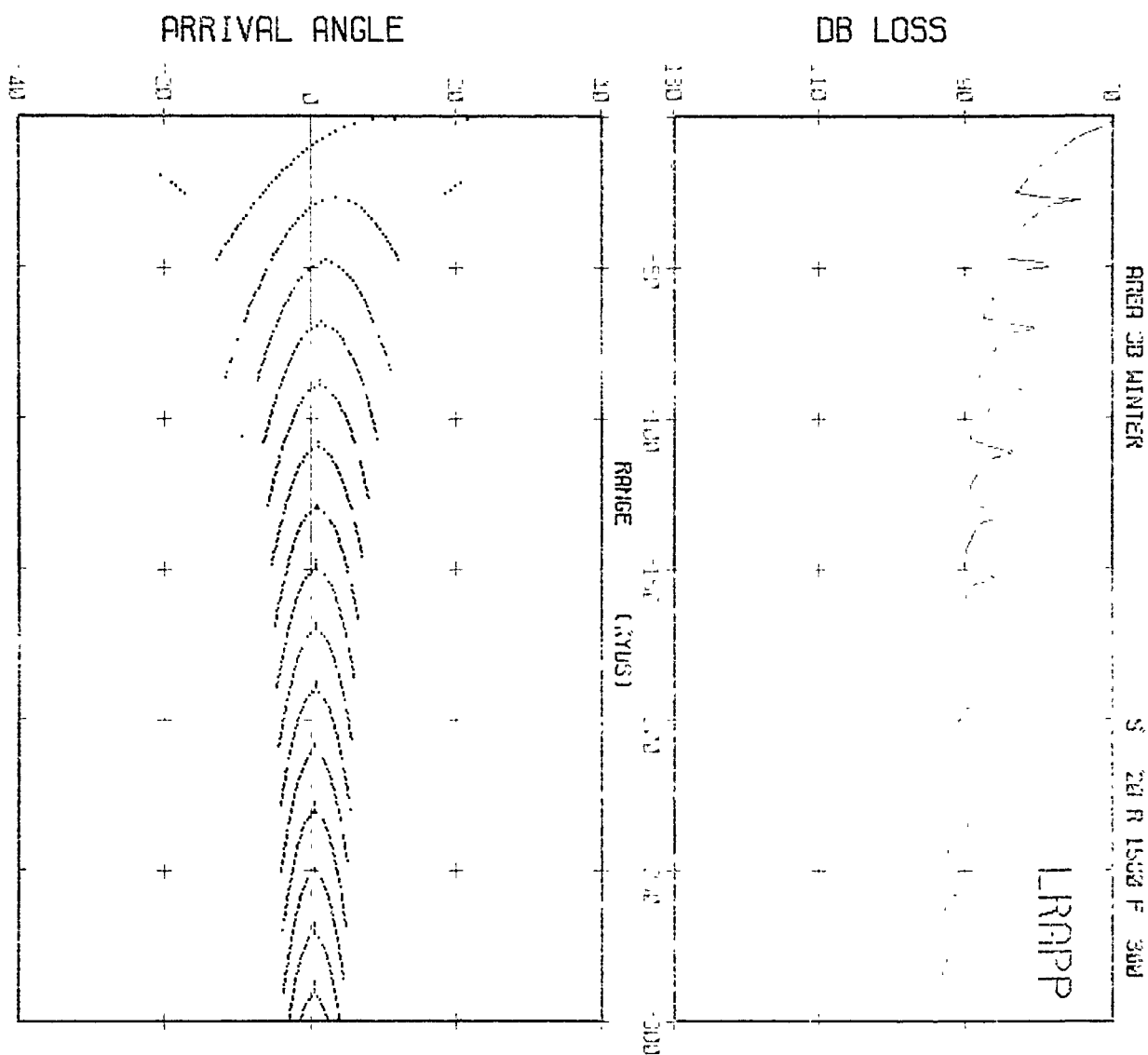


DB LOSS

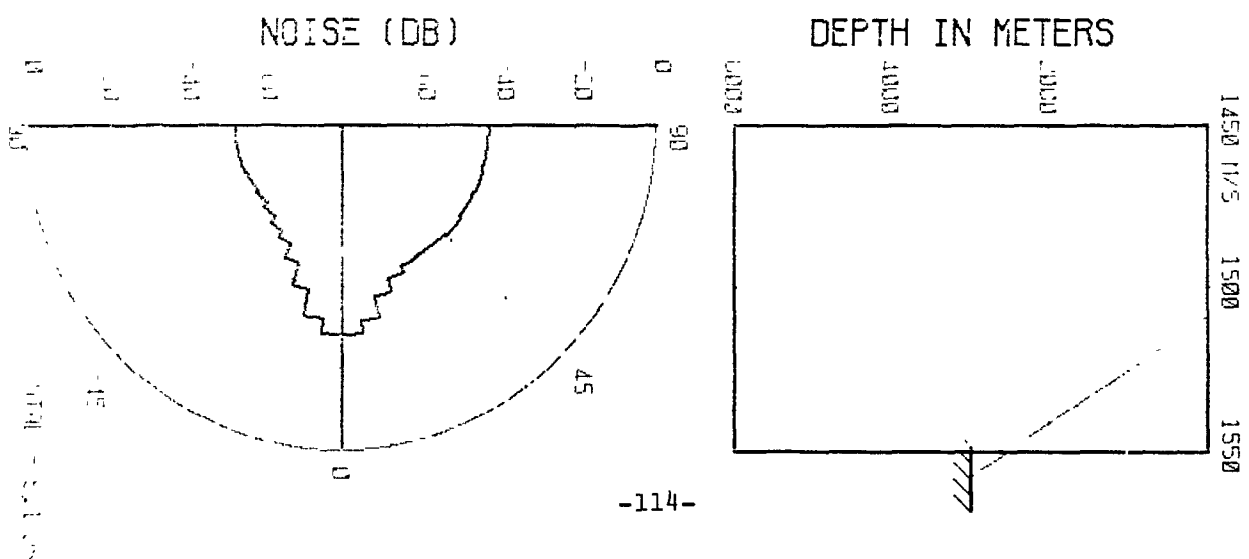
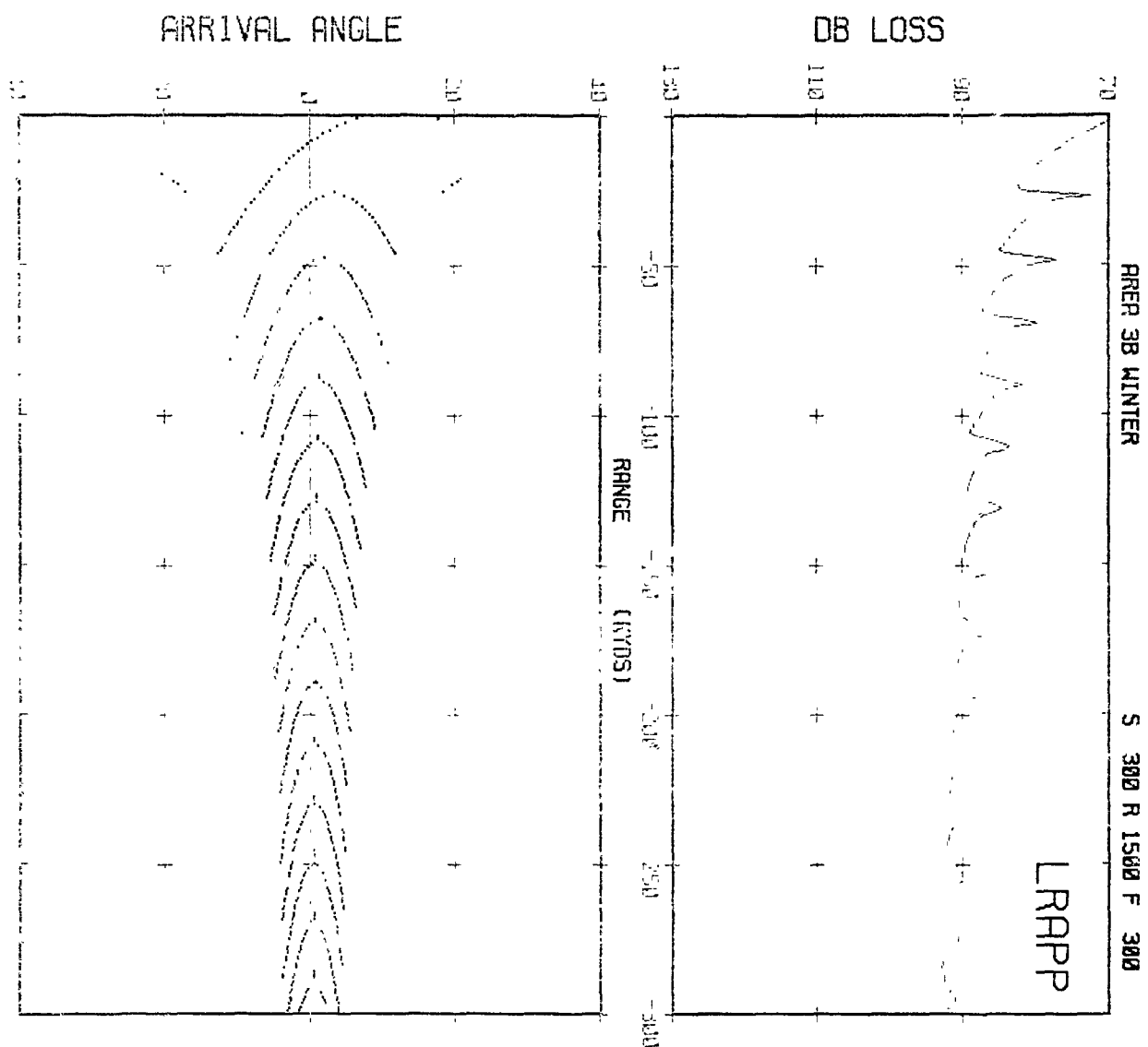
DEPTH IN METERS

RANGE (KYUS)







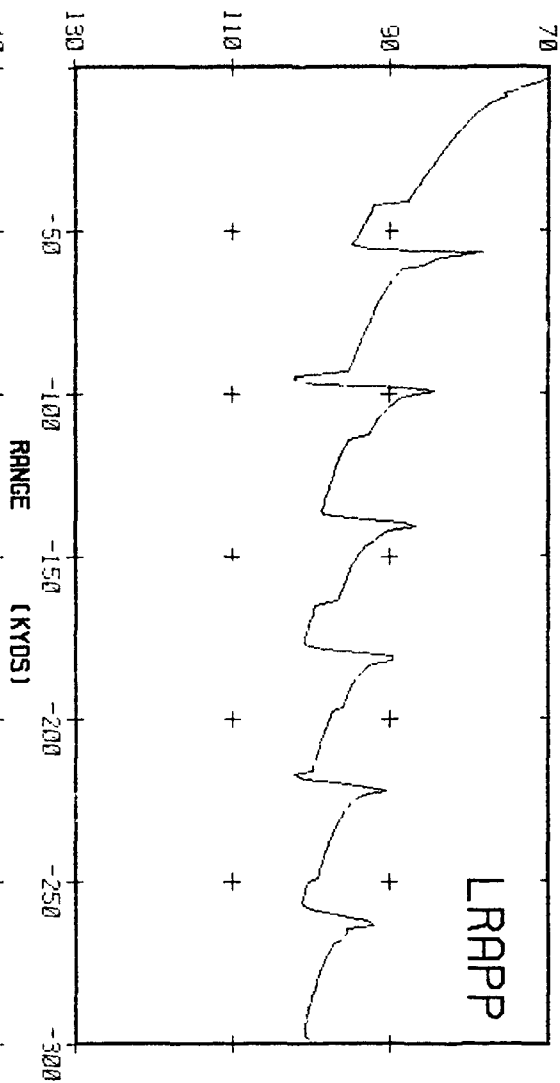


ARRR 3B WINTER

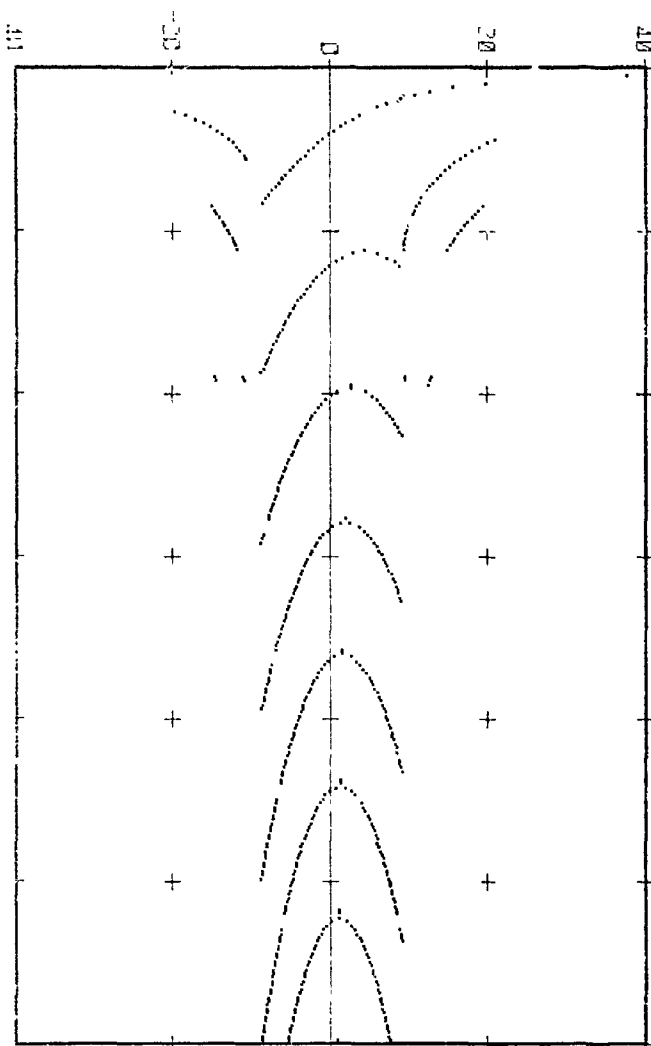
S 20 R 6000 F 300

LRAPP

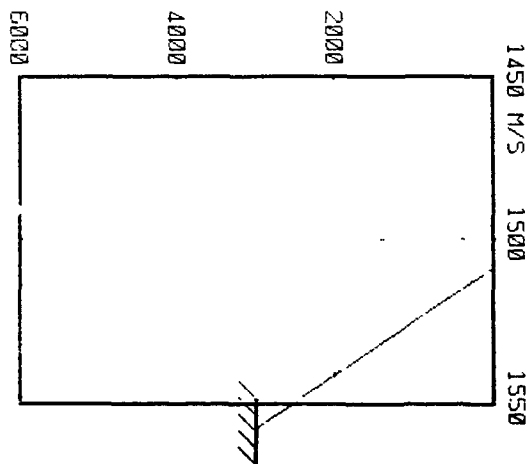
DB LOSS



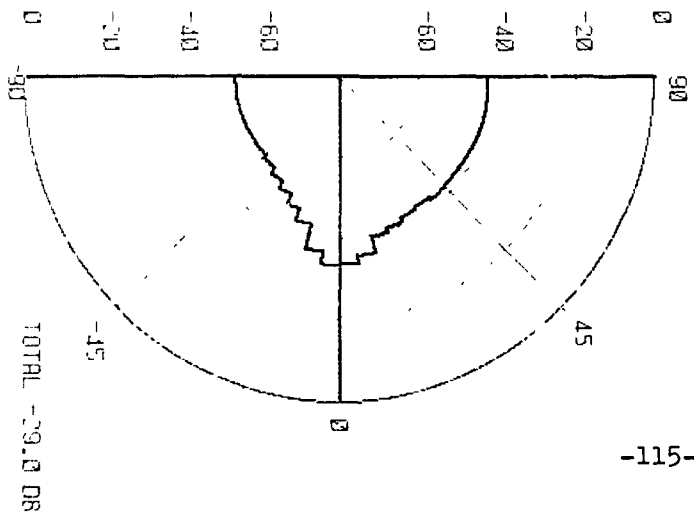
ARRIVAL ANGLE



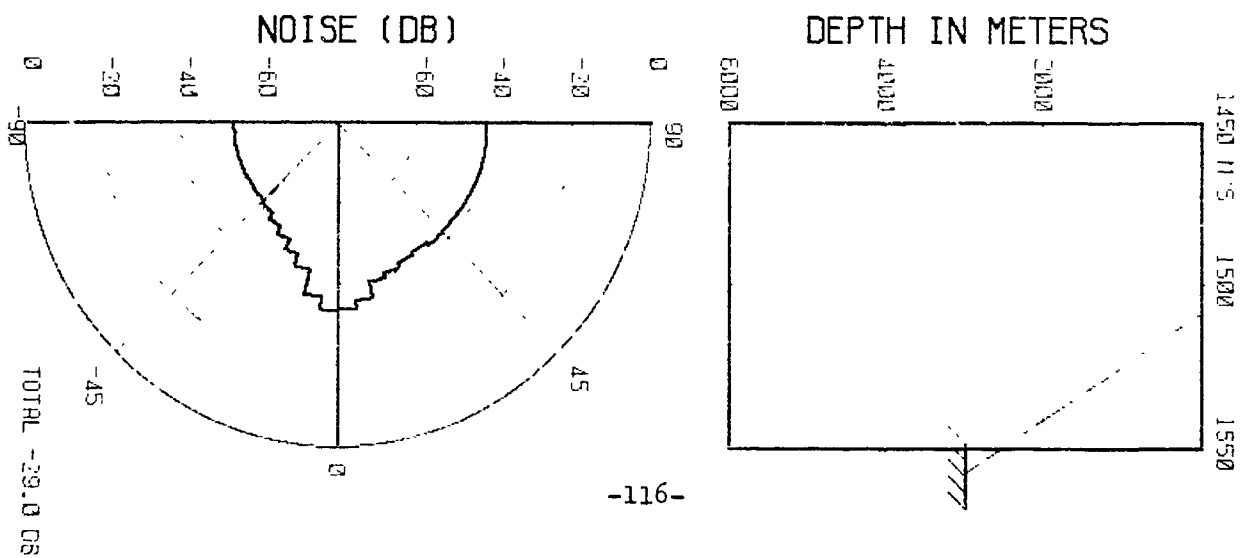
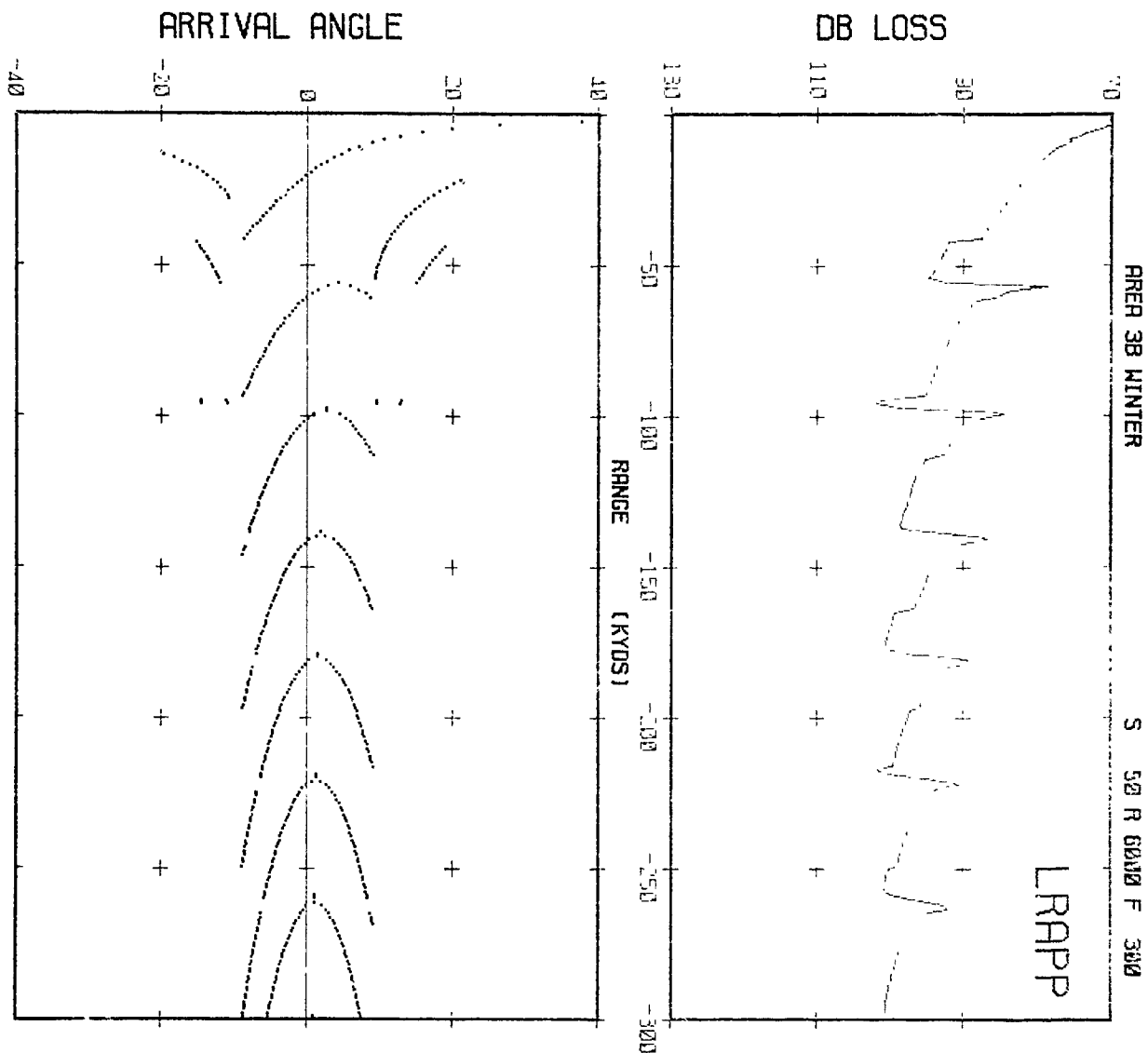
DEPTH IN METERS

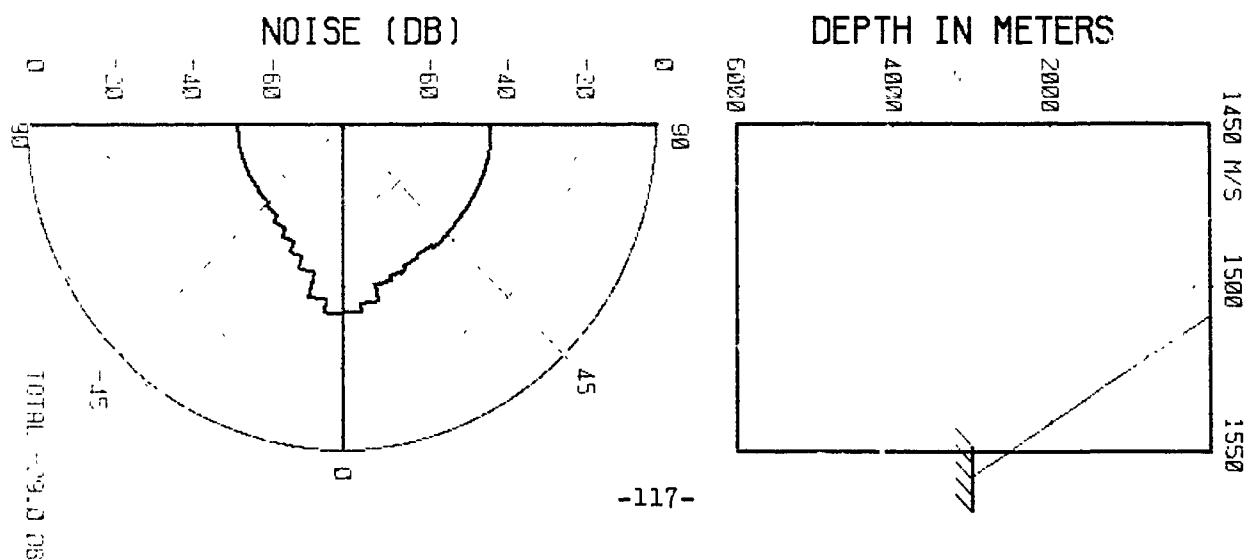
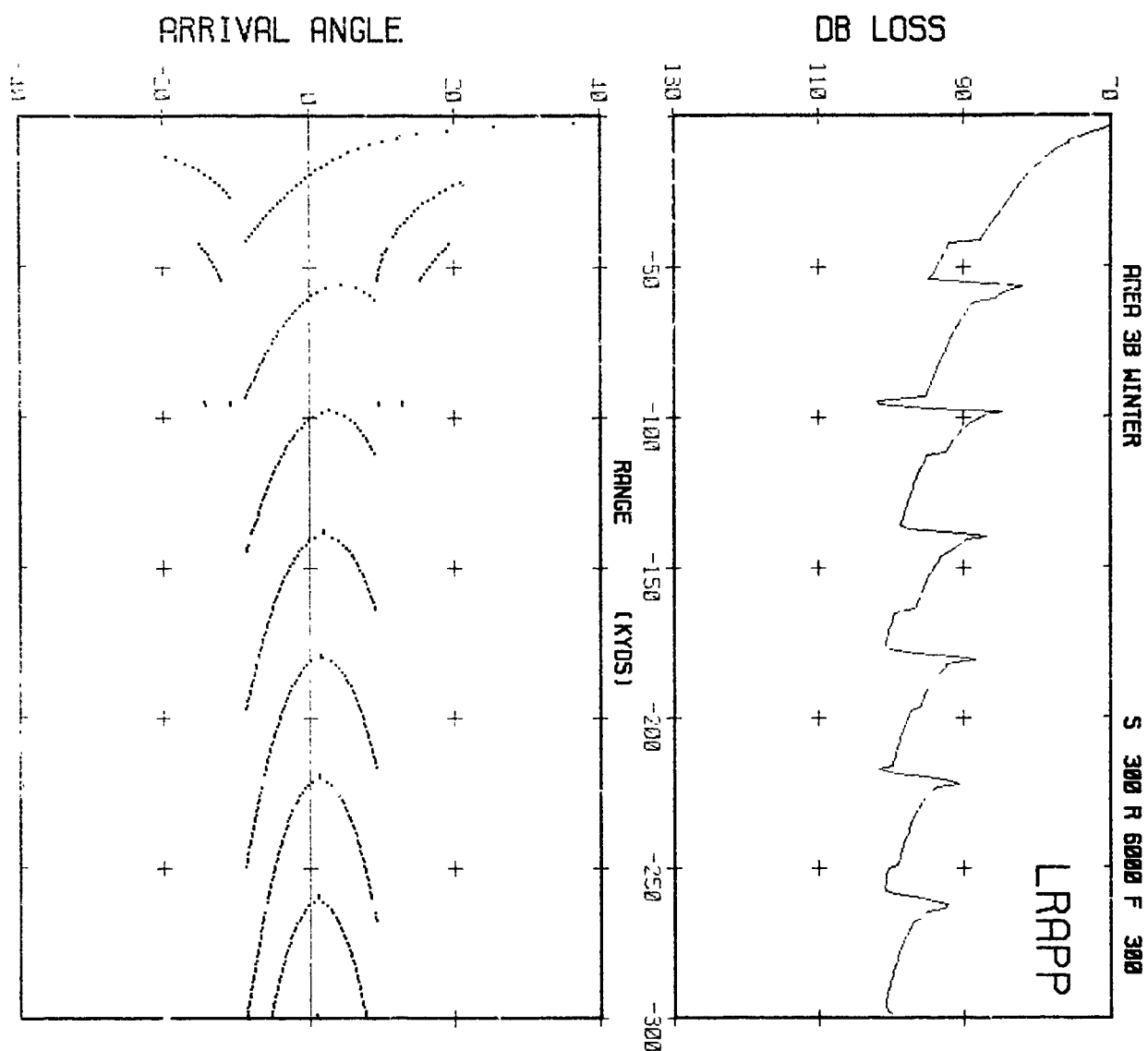


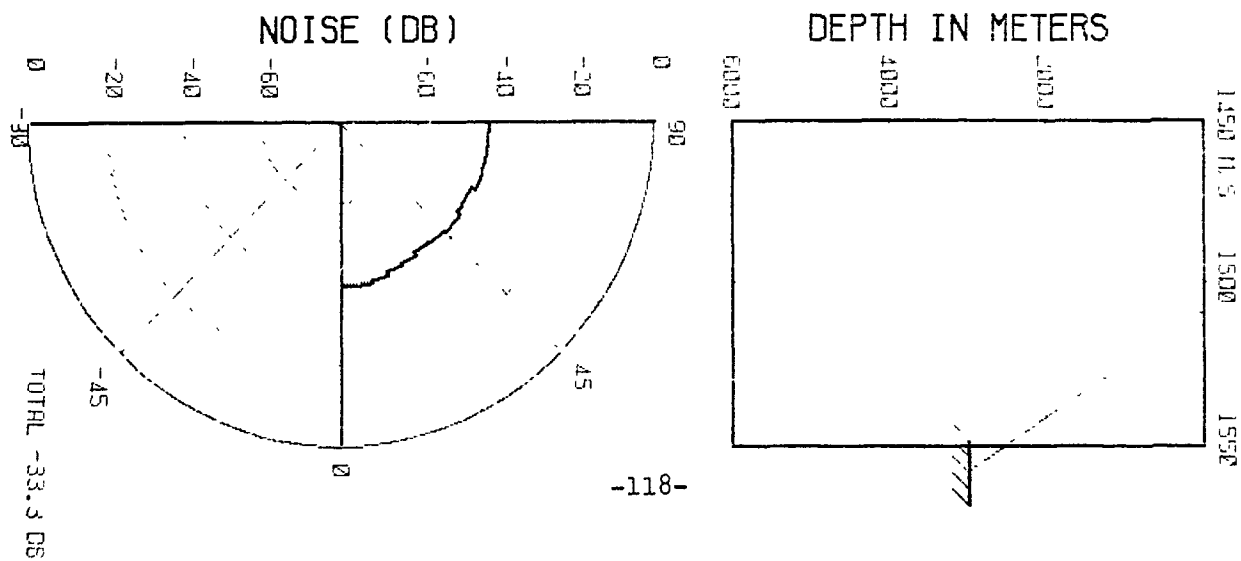
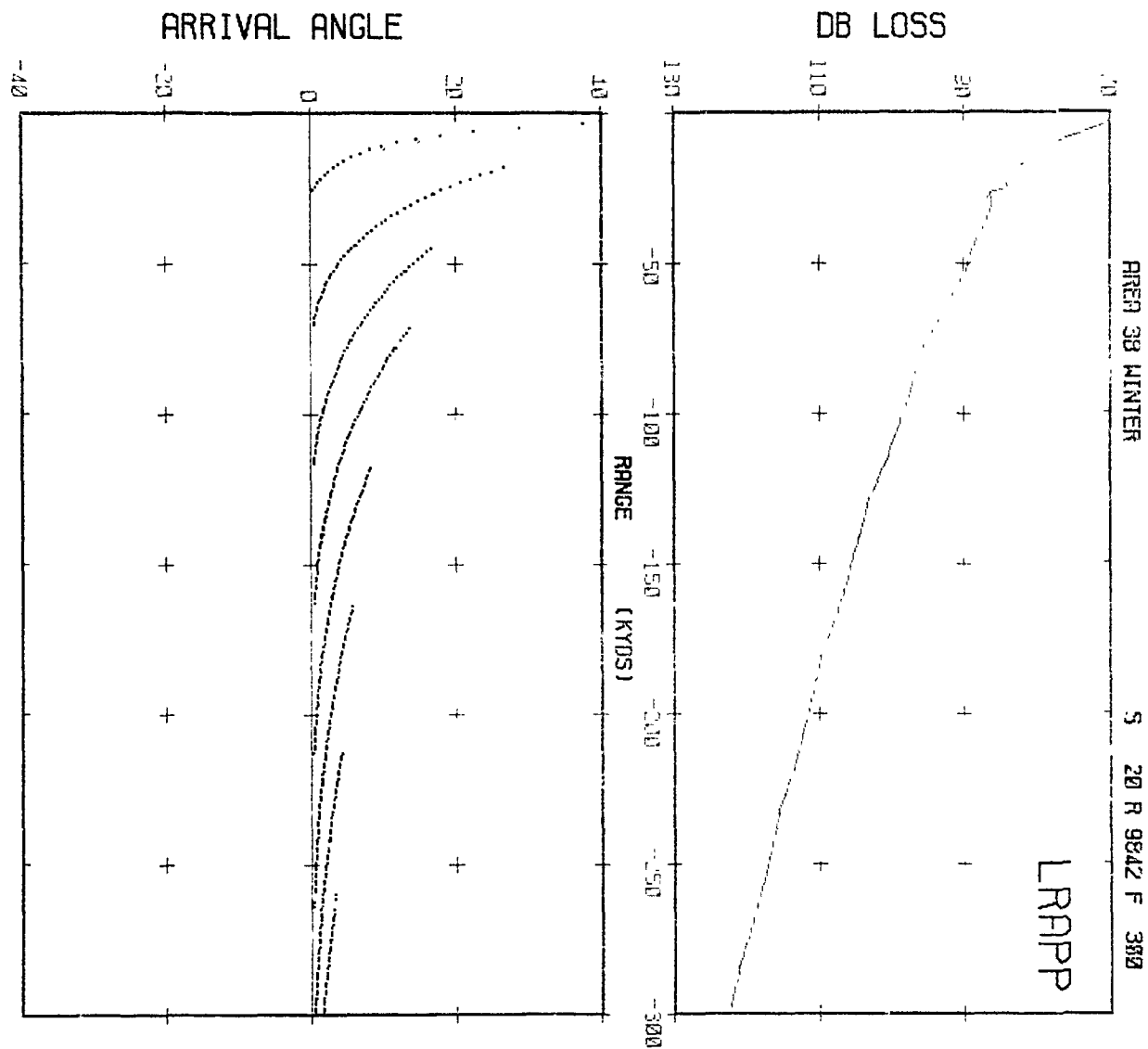
NOISE (DB)









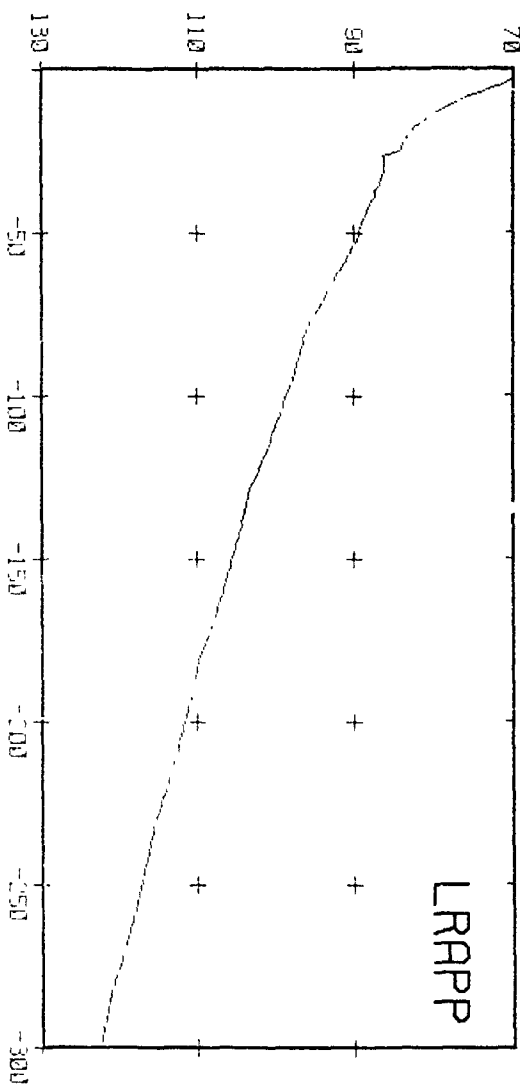


AREA 3B WINTER

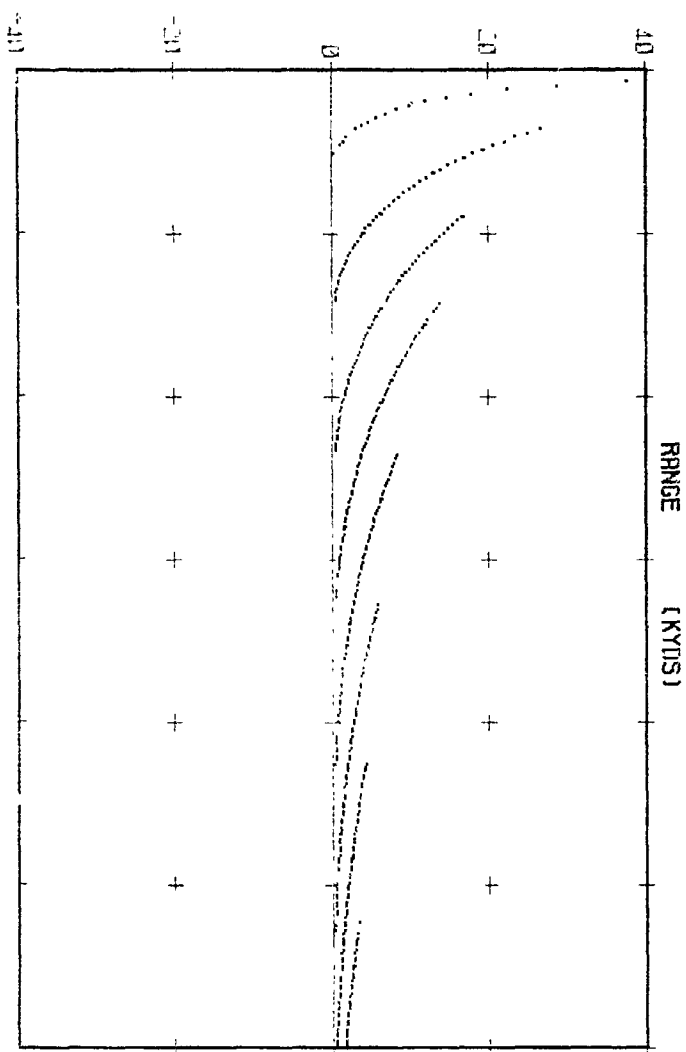
S 50 R 9842 F 382

LRAPP

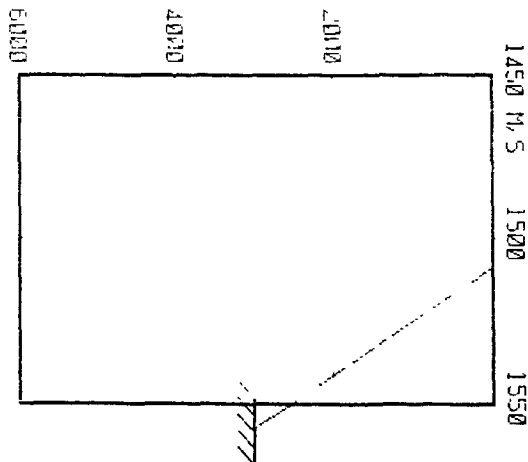
DB LOSS



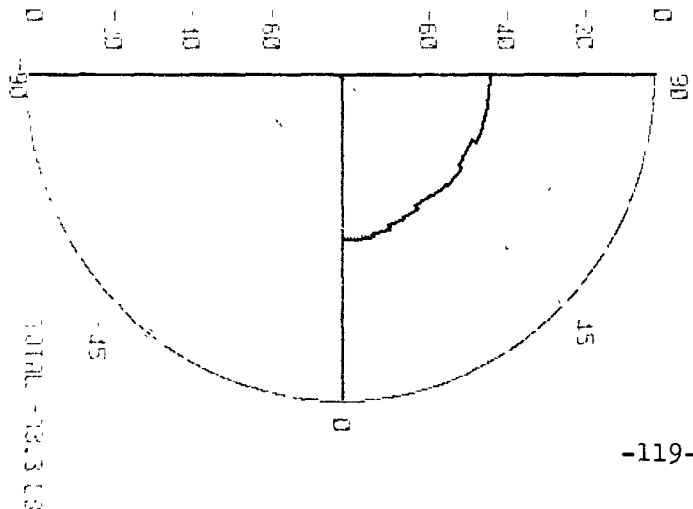
ARRIVAL ANGLE

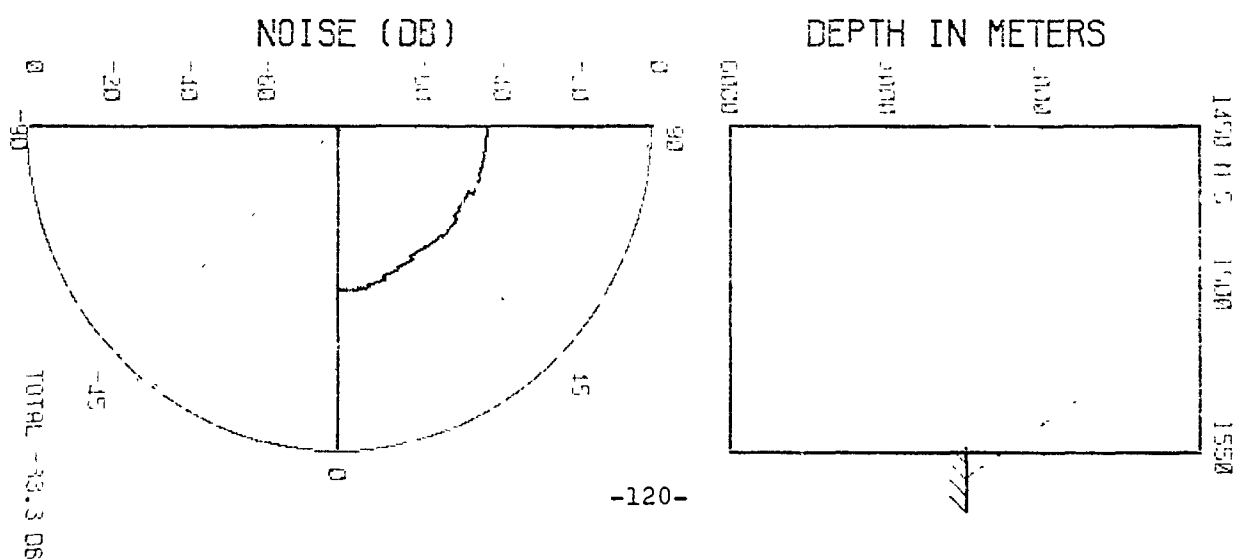
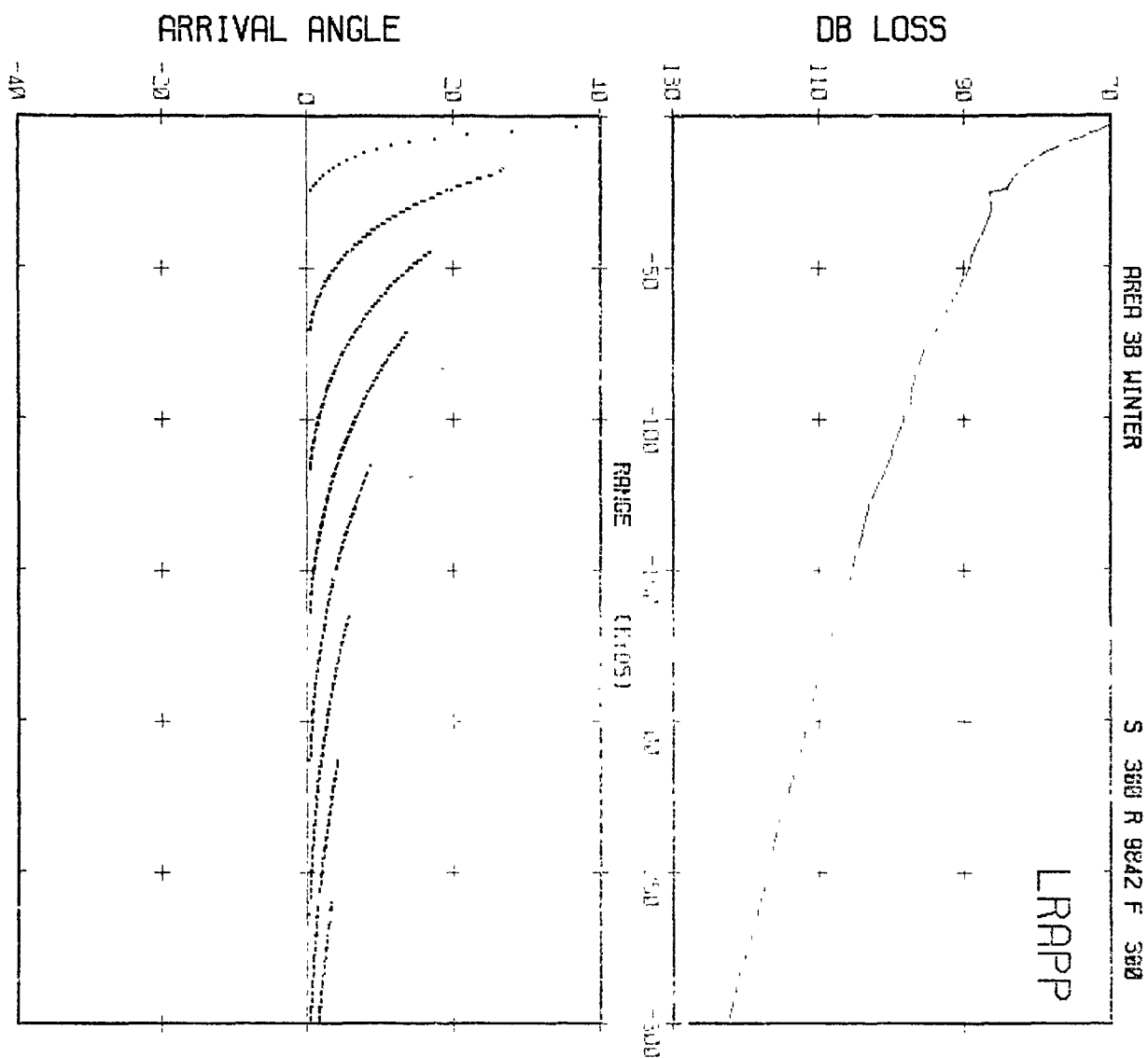


DEPTH IN METERS



NOISE (DB)



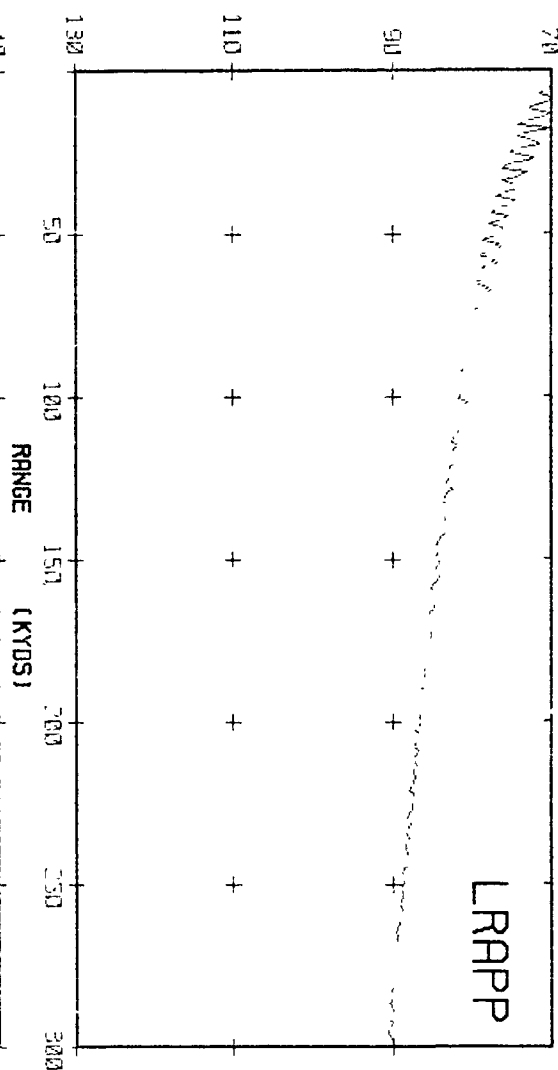


AREA 3B WINTER

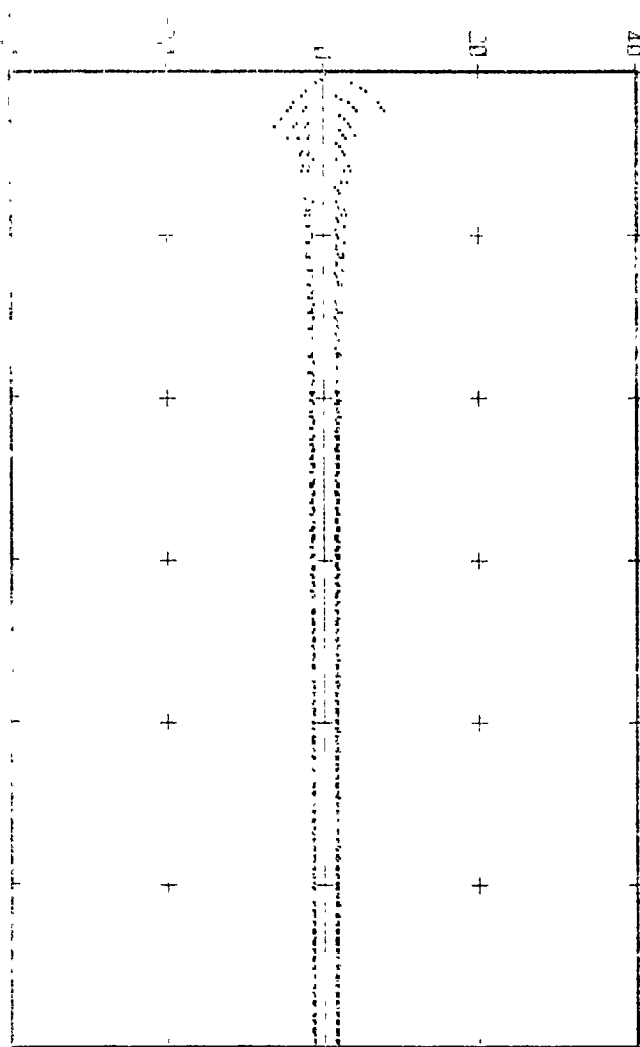
S 20 R 60 F 600

LRAPP

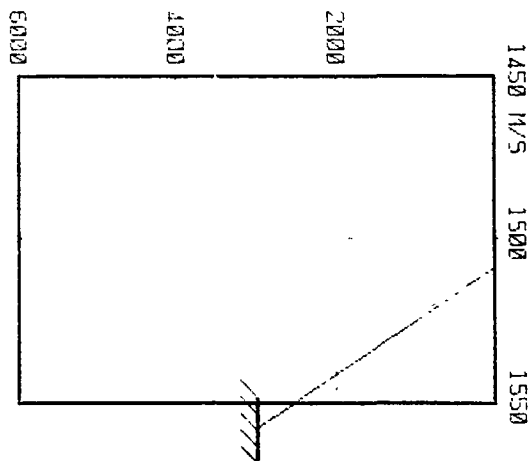
DB LOSS



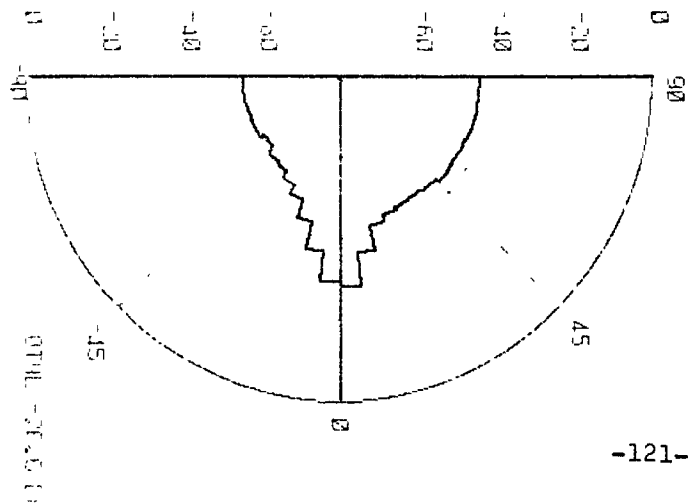
ARRIVAL ANGLE

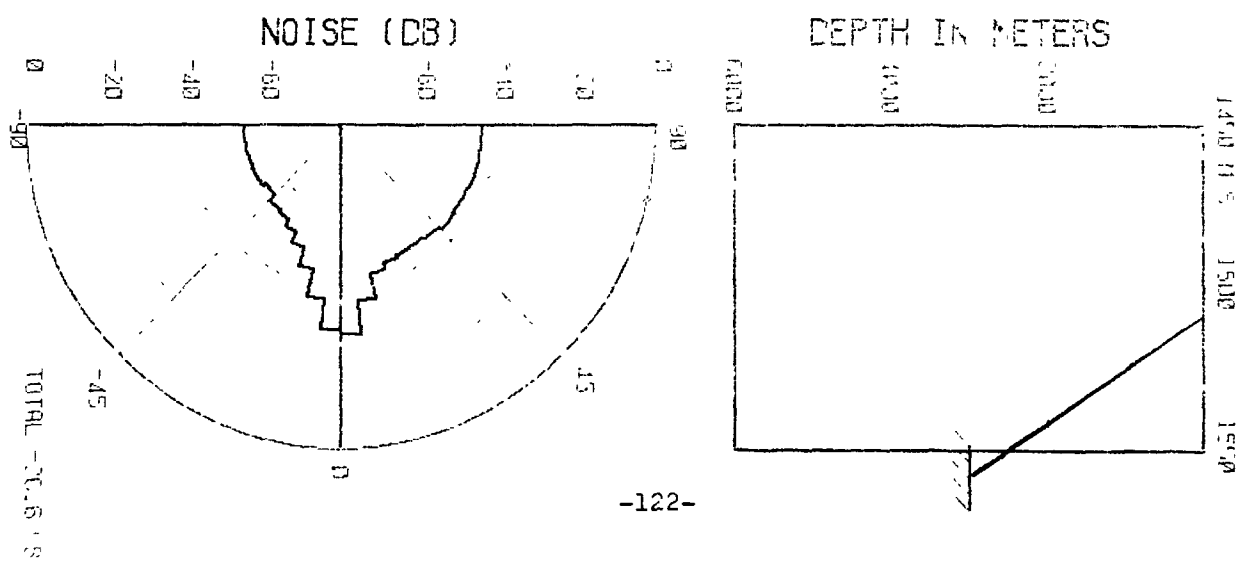
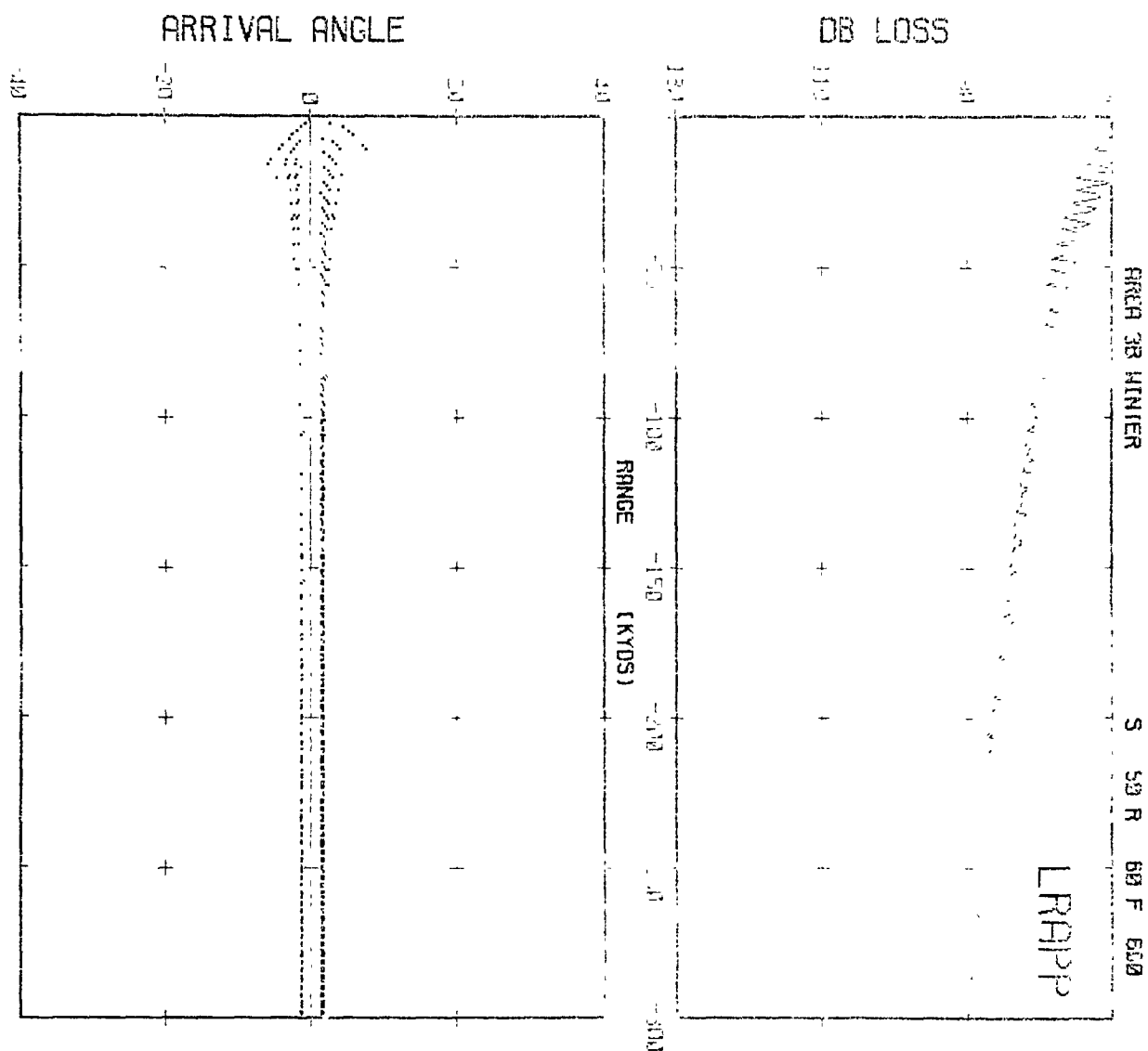


DEPTH IN METERS



NOISE (DB)







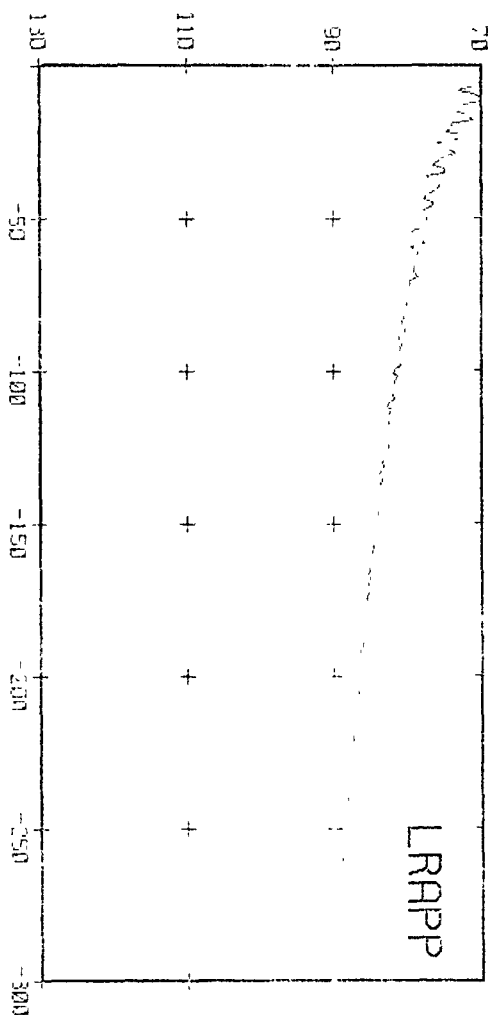


AREA 3B WINTER

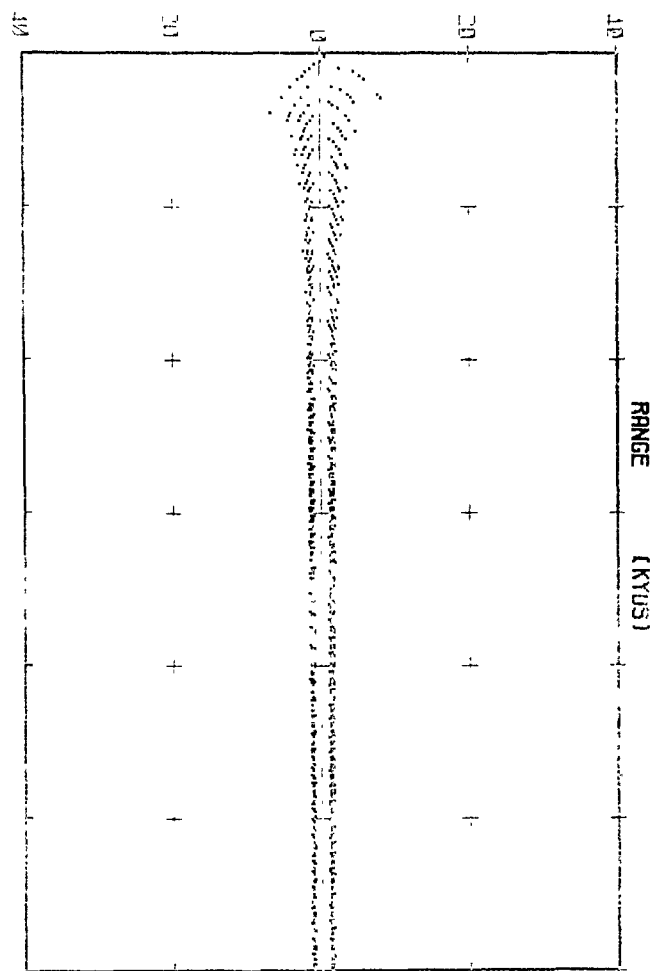
S 20 R 100 F 600

LRAPP

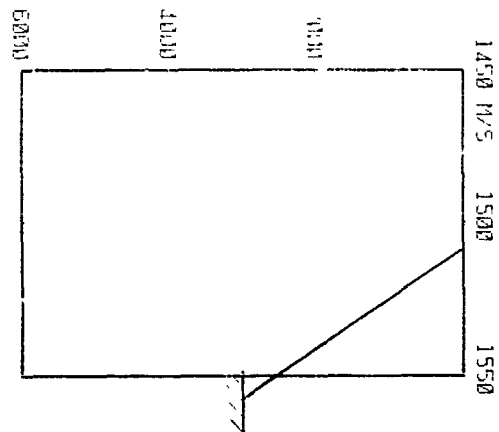
DB LOSS



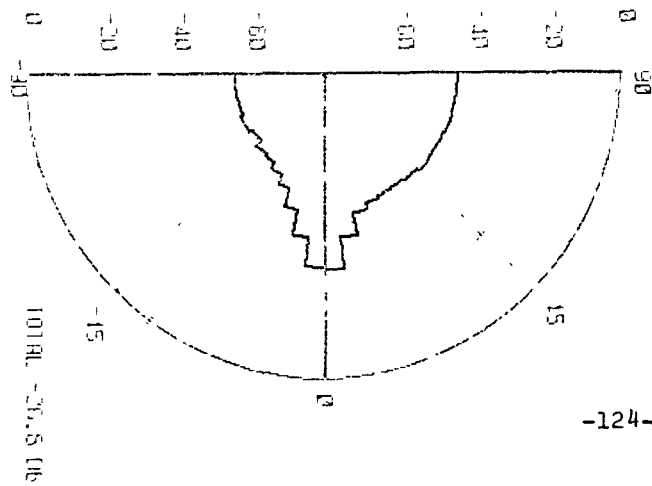
ARRIVAL ANGLE



DEPTH IN METERS



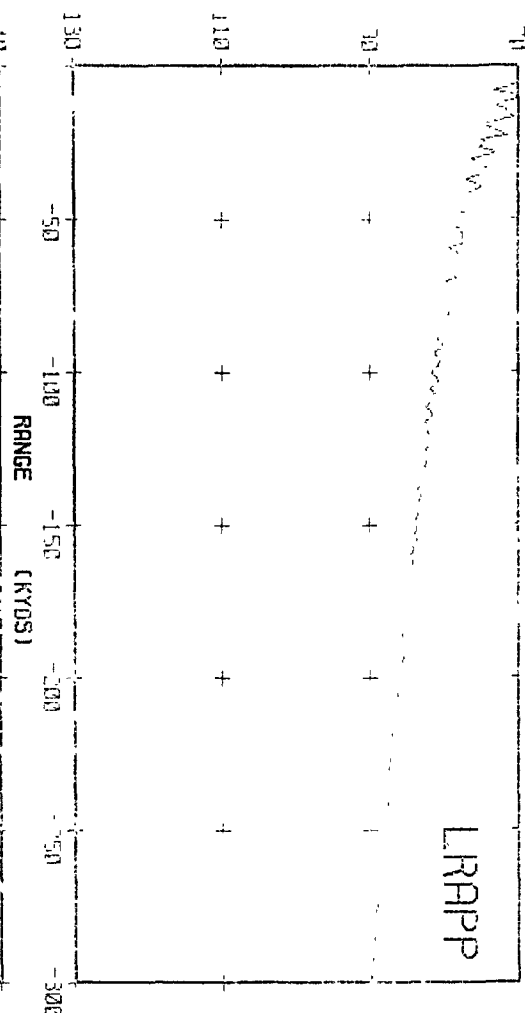
NOISE (DB)



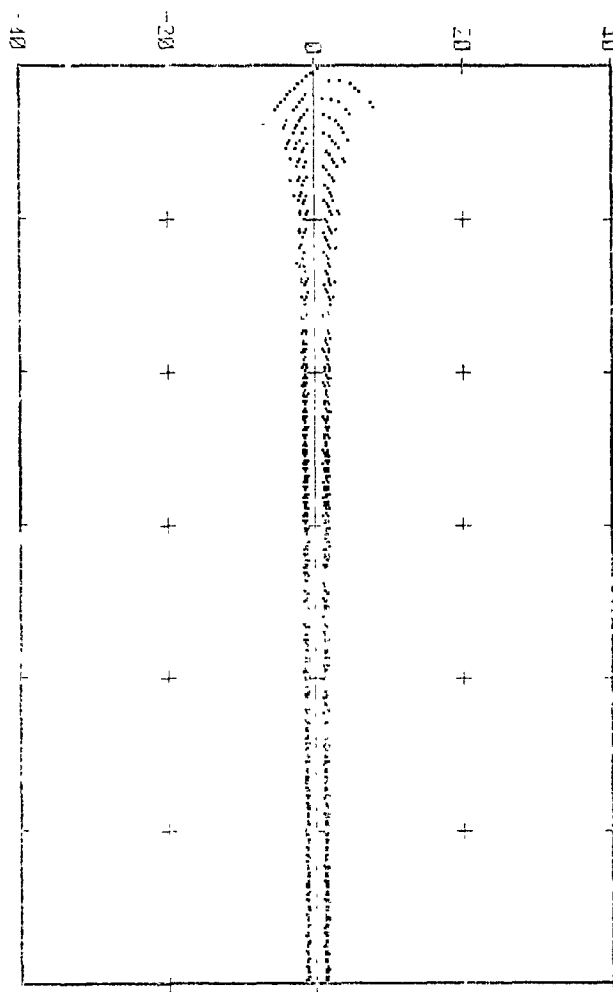
AREA 3B WINTER

S 50 R 160 F 600

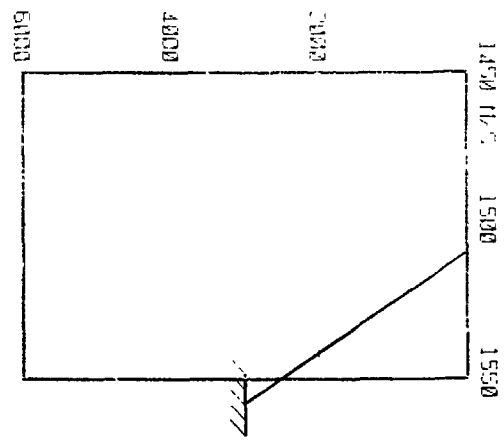
DB LOSS



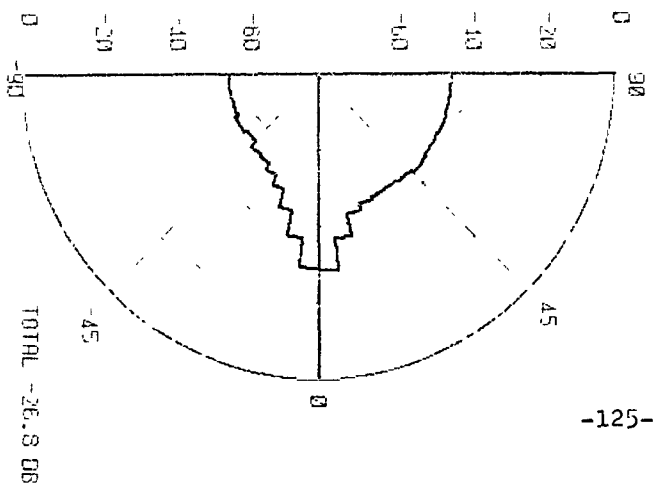
ARRIVAL ANGLE

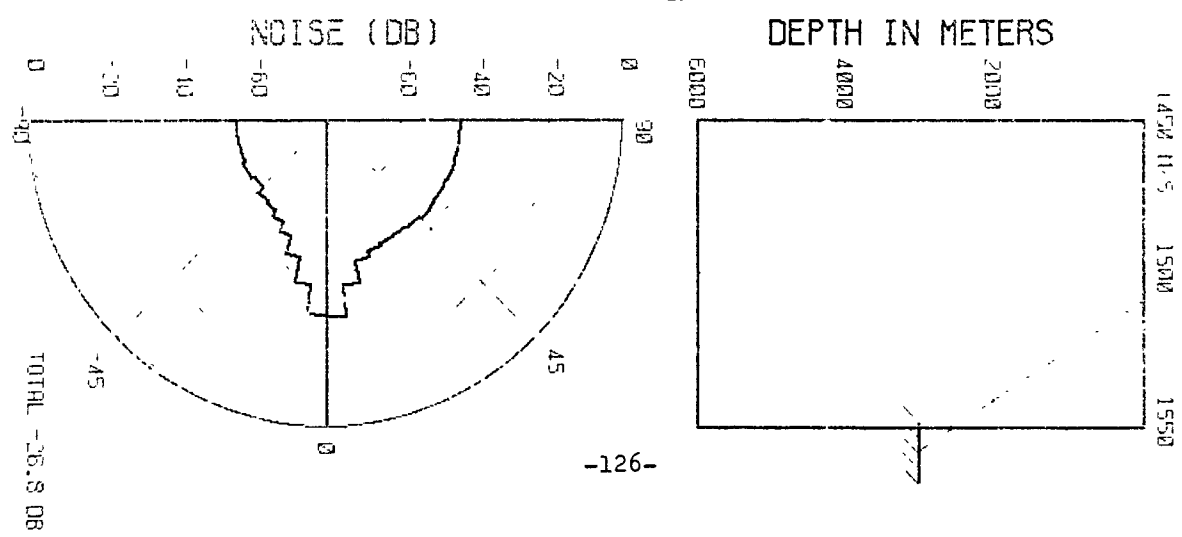
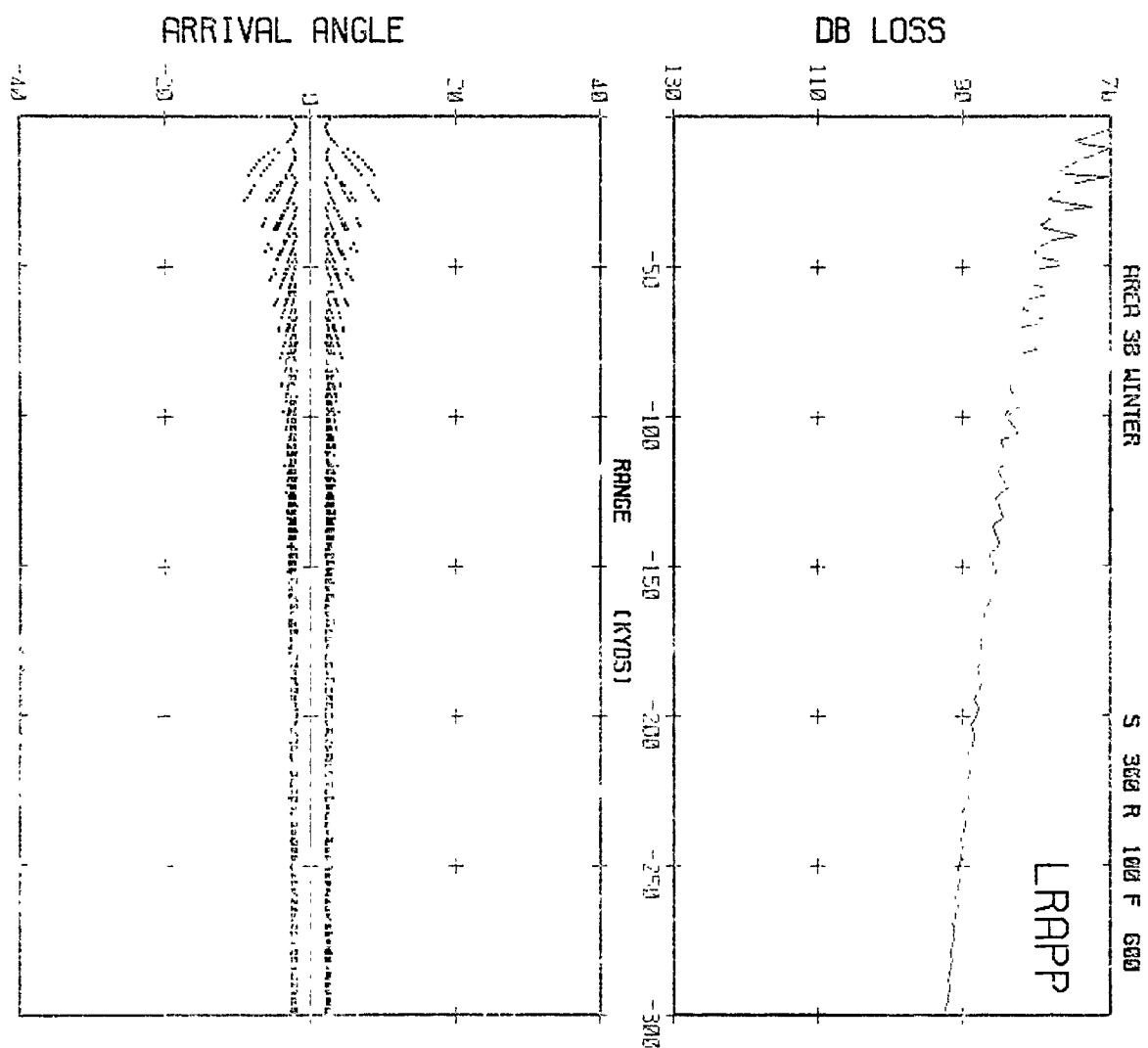


DEPTH IN METERS



NOISE (DB)

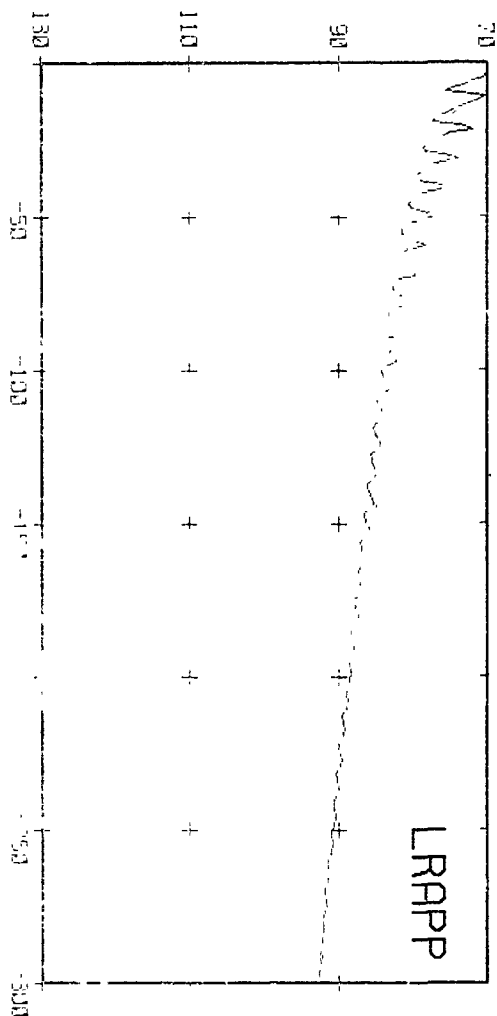




ARRR 38 WINTER

S 20 R 300 F 600

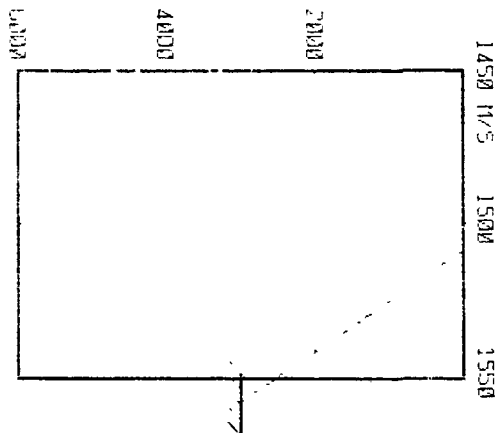
DB LOSS



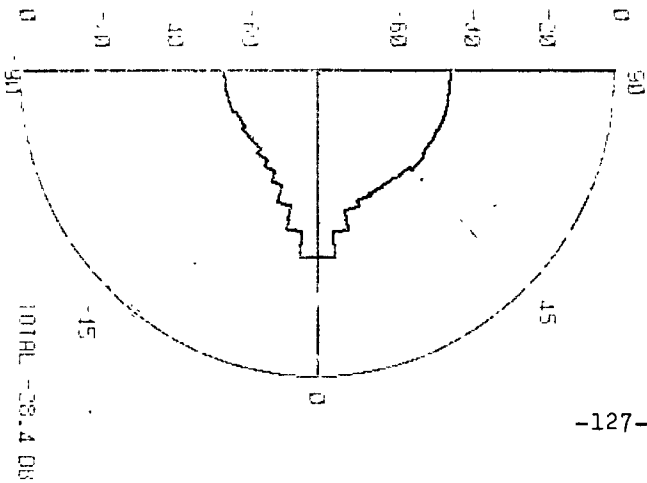
ARRIVAL ANGLE



DEPTH IN METERS

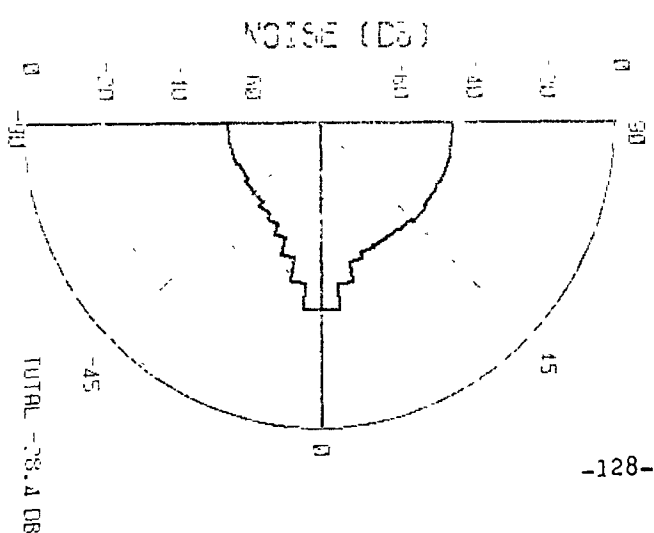
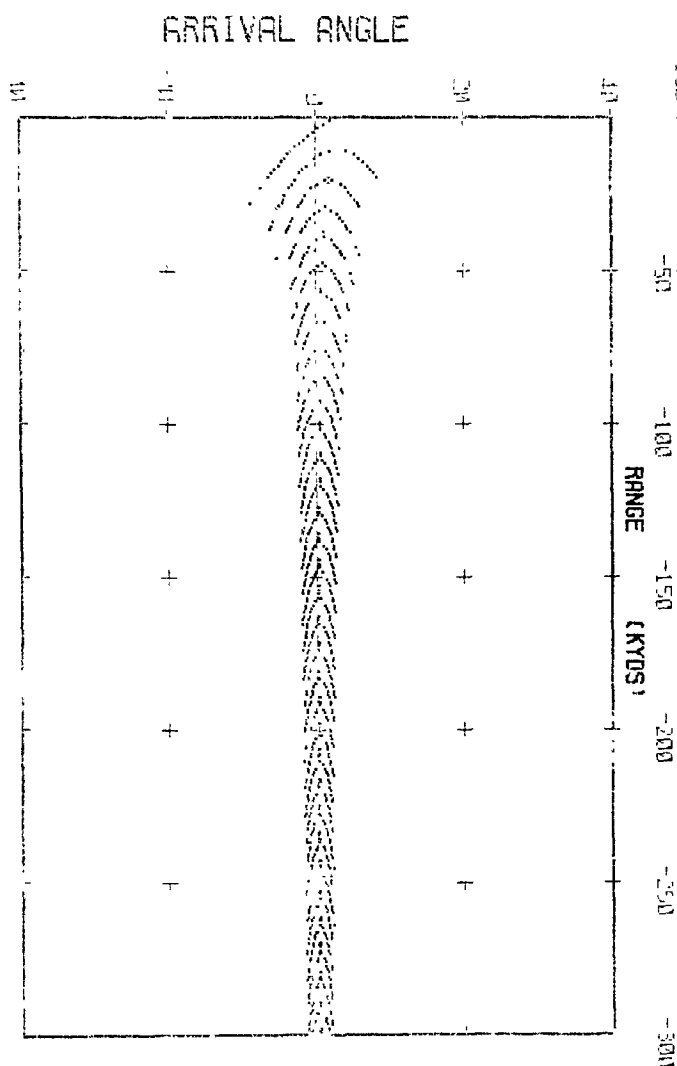
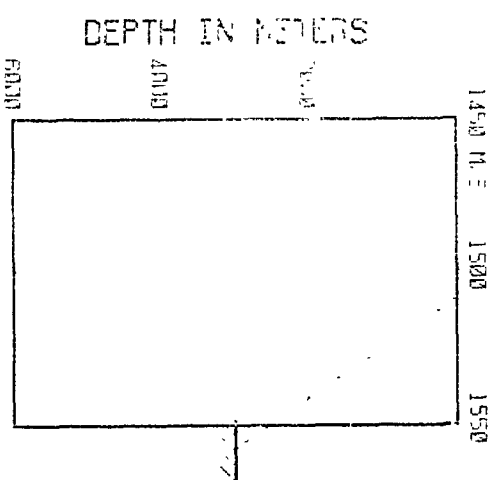
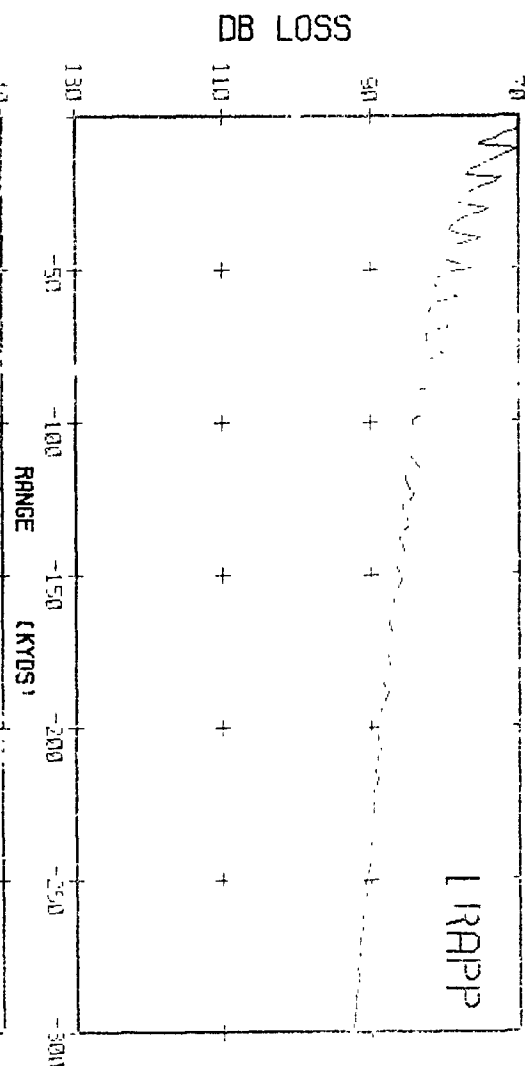


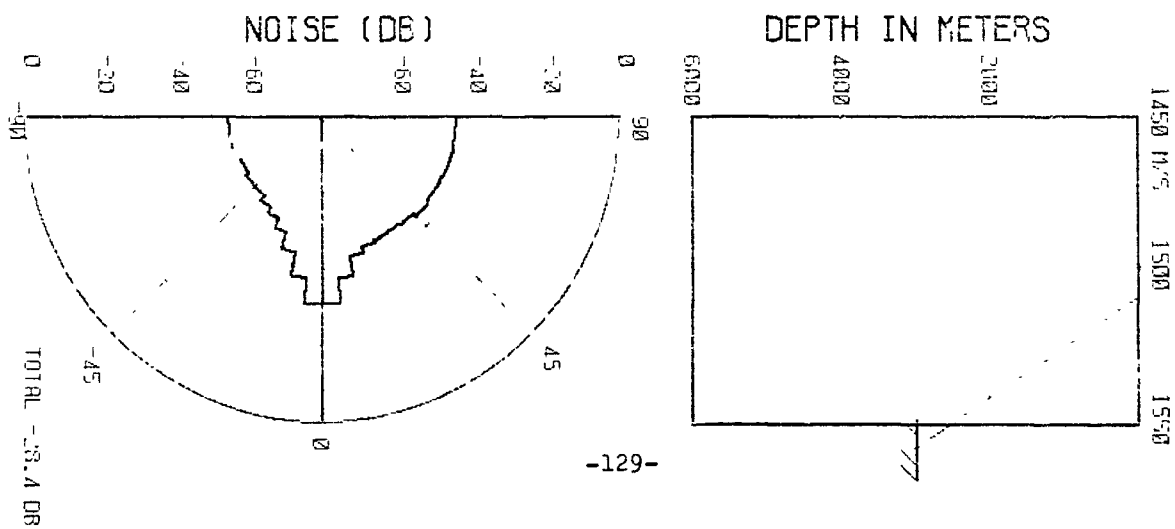
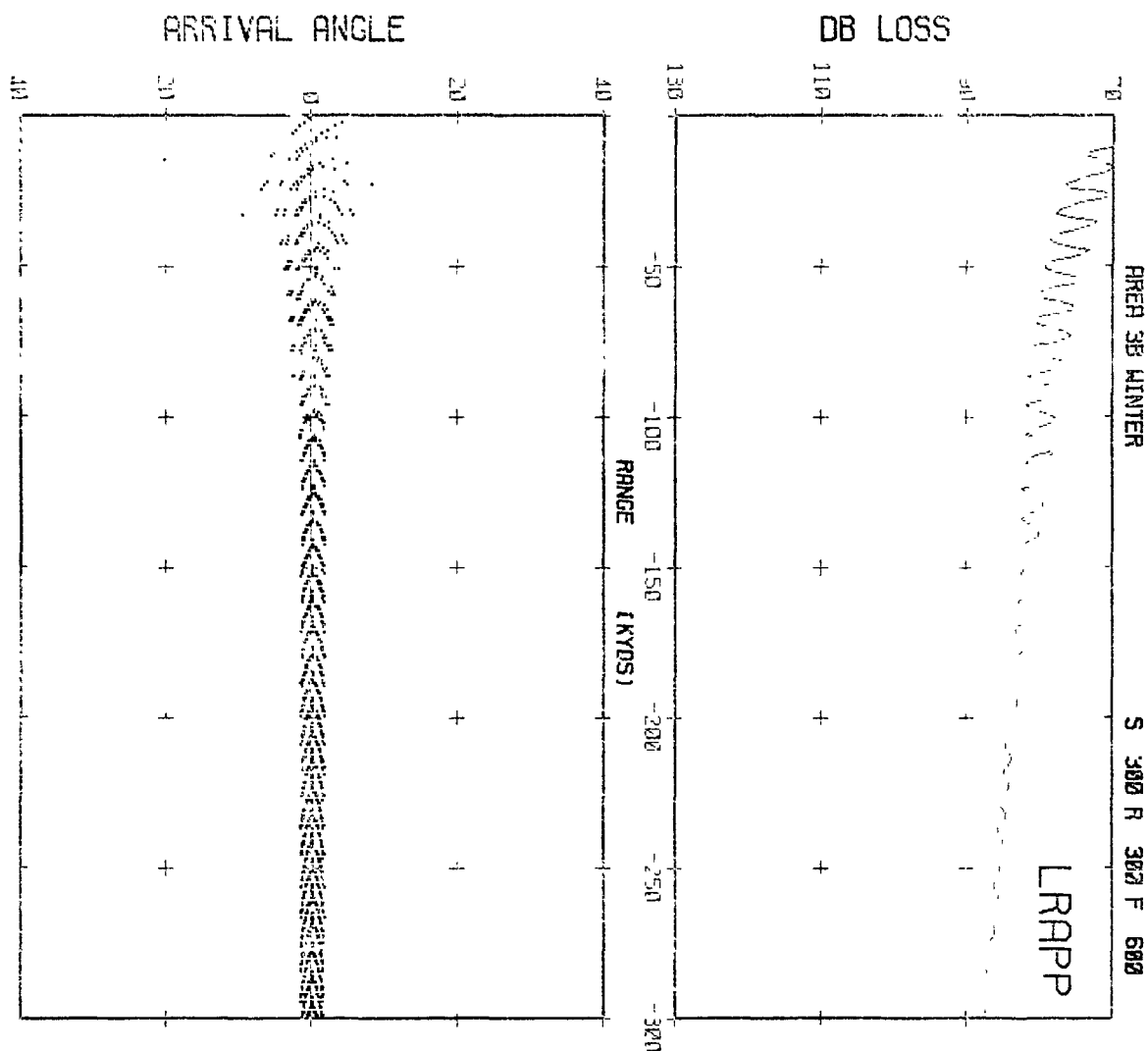
NOISE (DB)



S 50 R 300 F 650

1450 M. =	1500	1550
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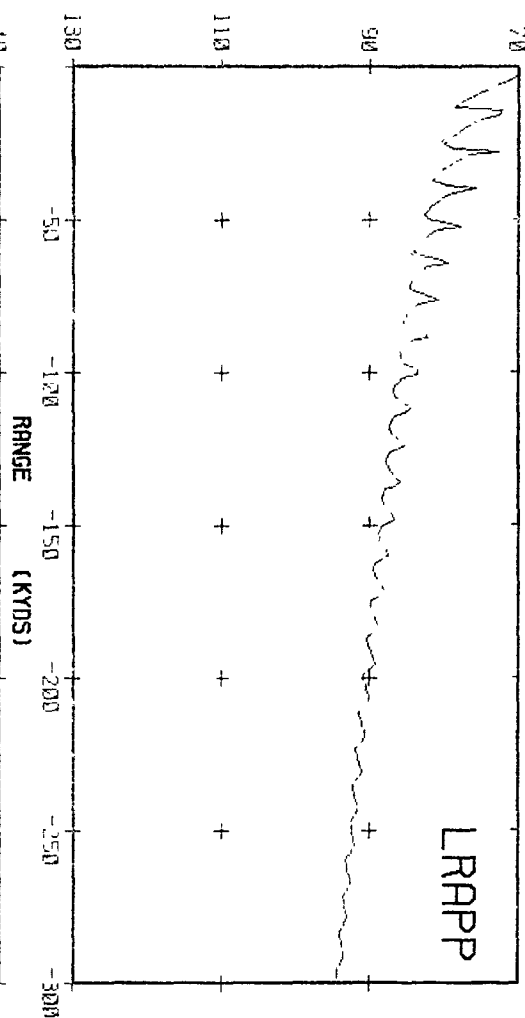


AREA 38 WINTER

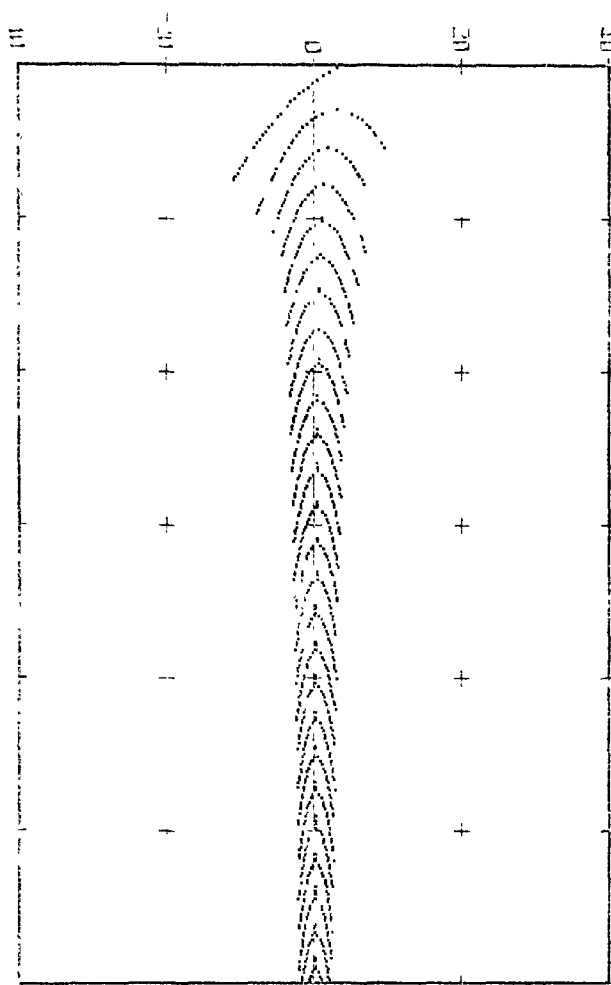
S 20 R 500 F 600

LRAPP

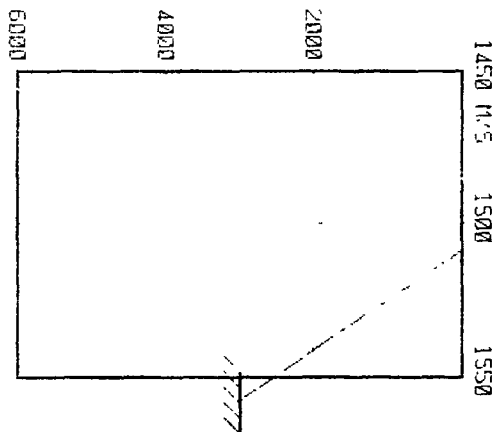
DB LOSS



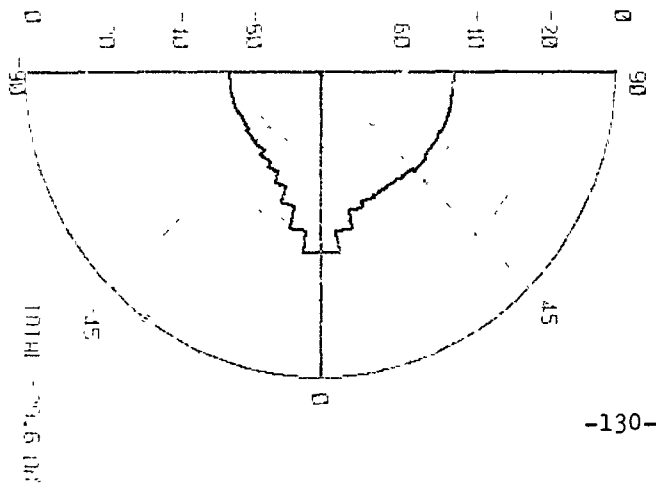
ARRIVAL ANGLE

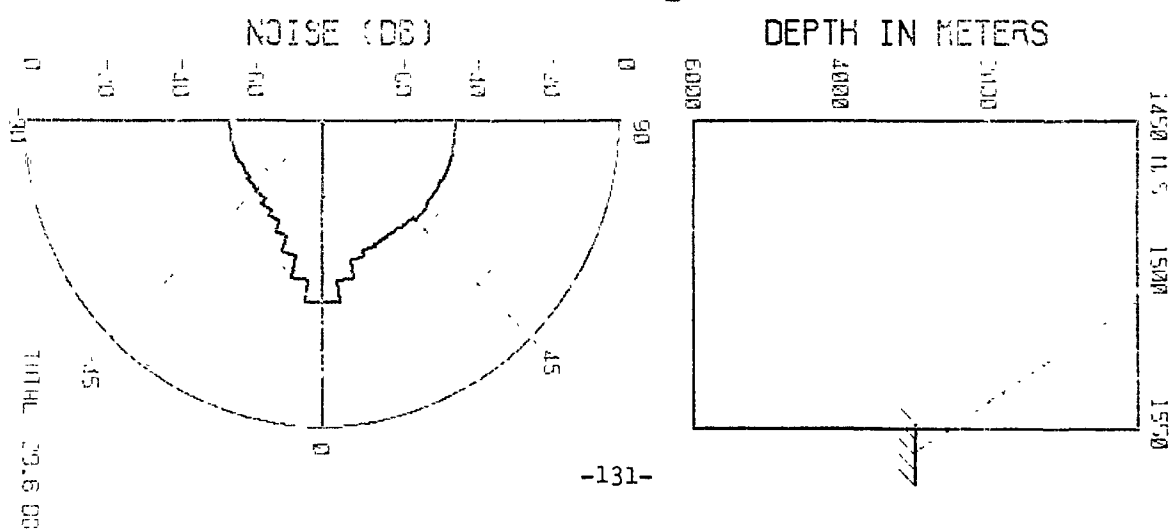
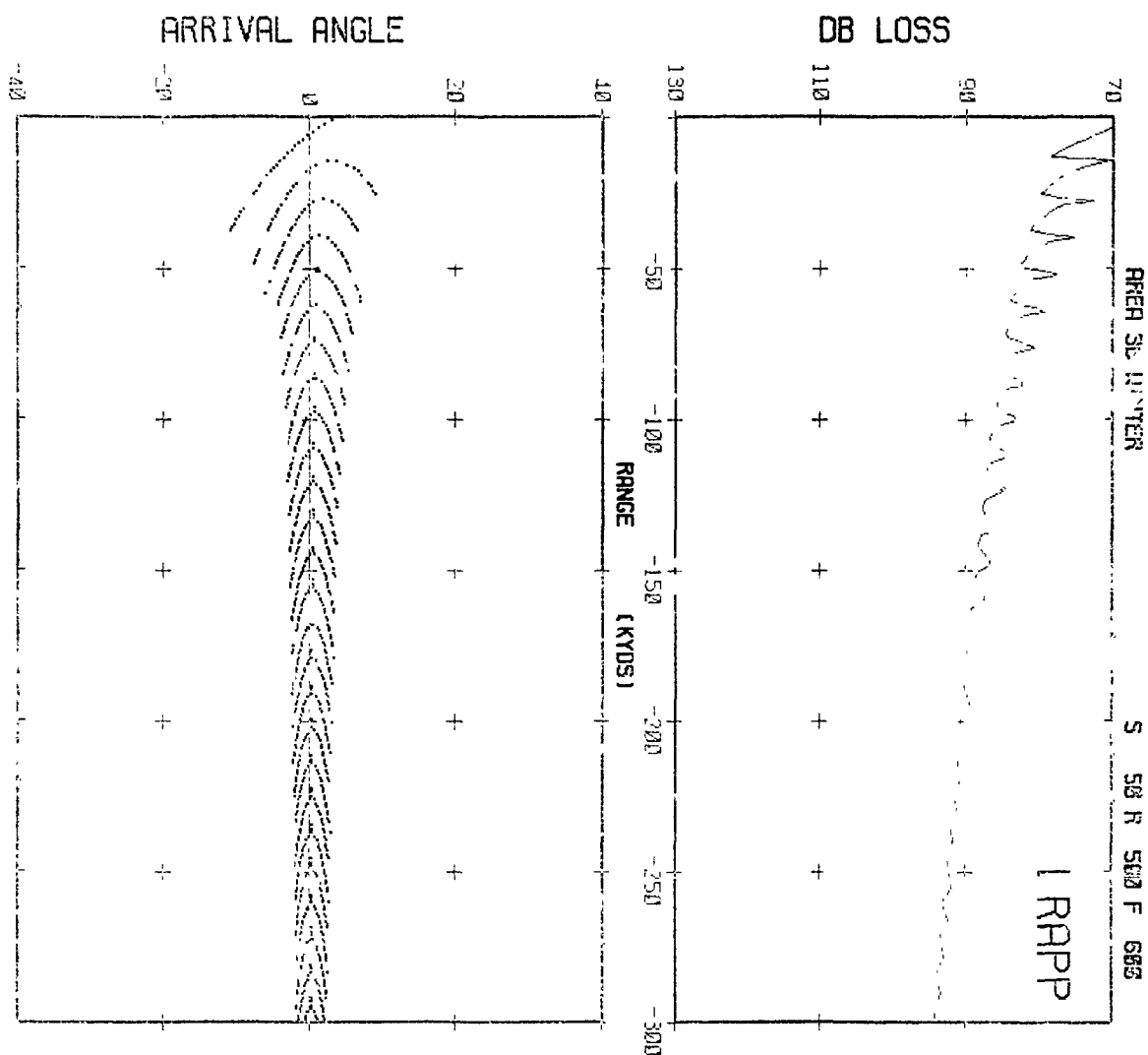


DEPTH IN METERS



NOISE (DB)



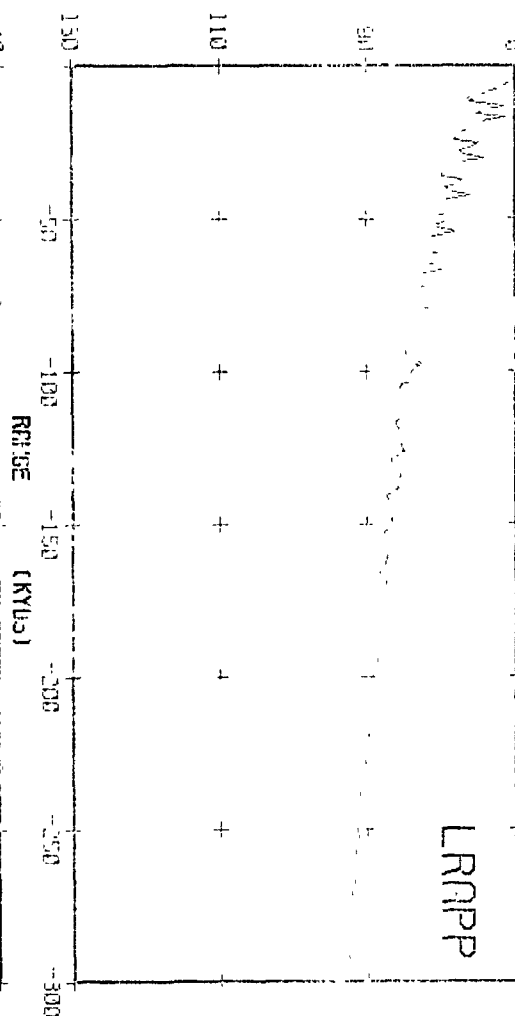




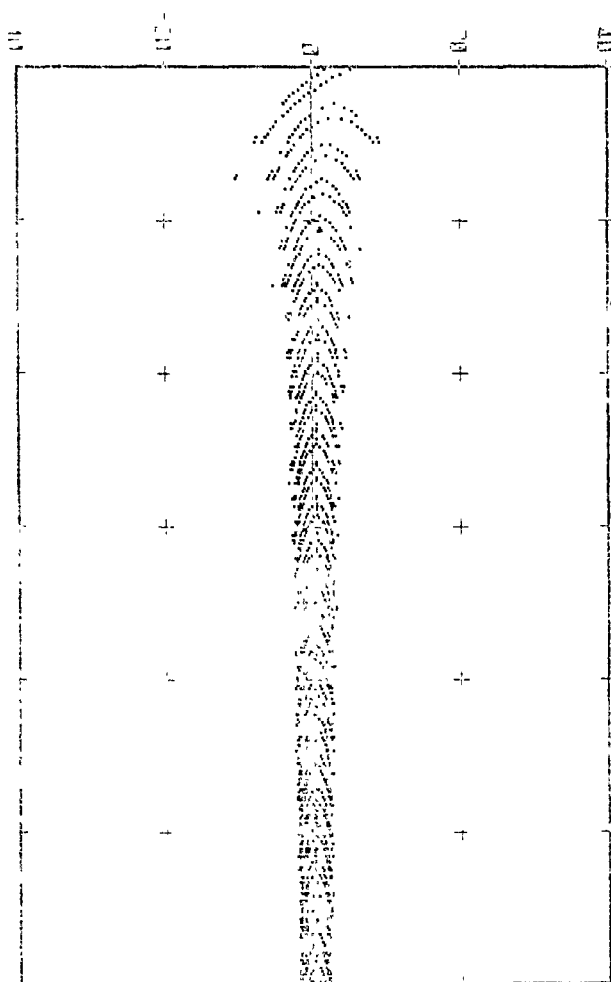
AREA 3B CENTER

S 300 R 500 F 600

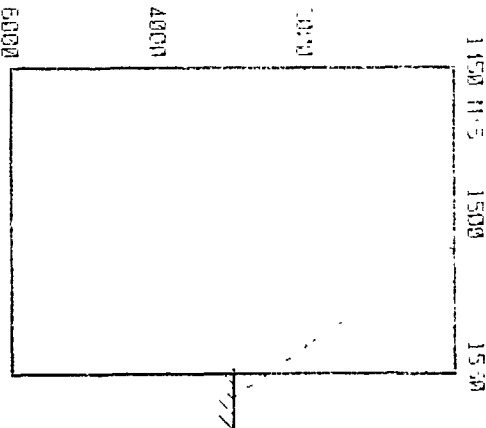
DB LOSS



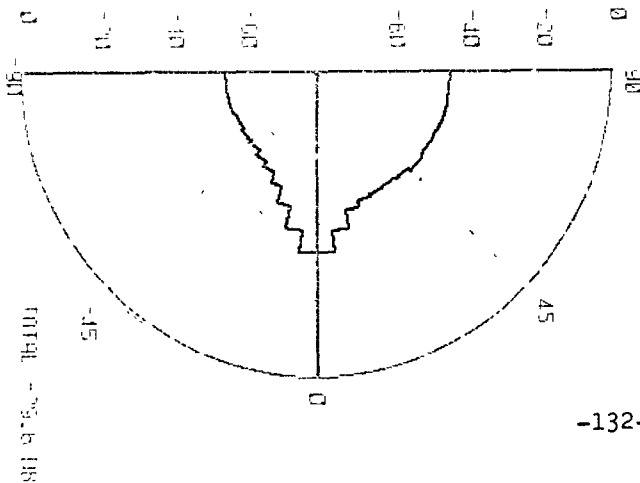
ARRIVAL ANGLE

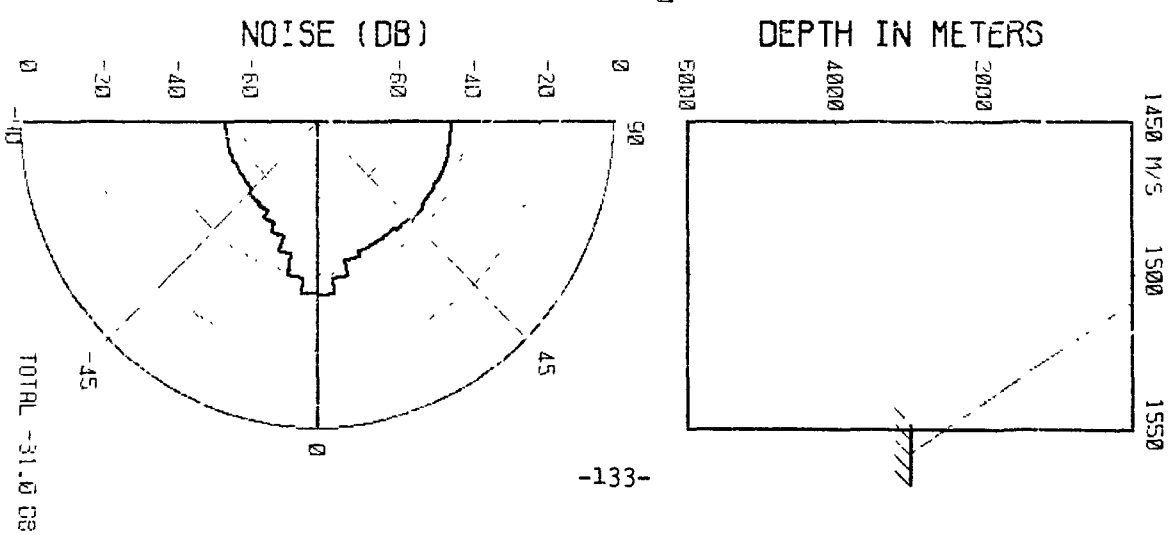
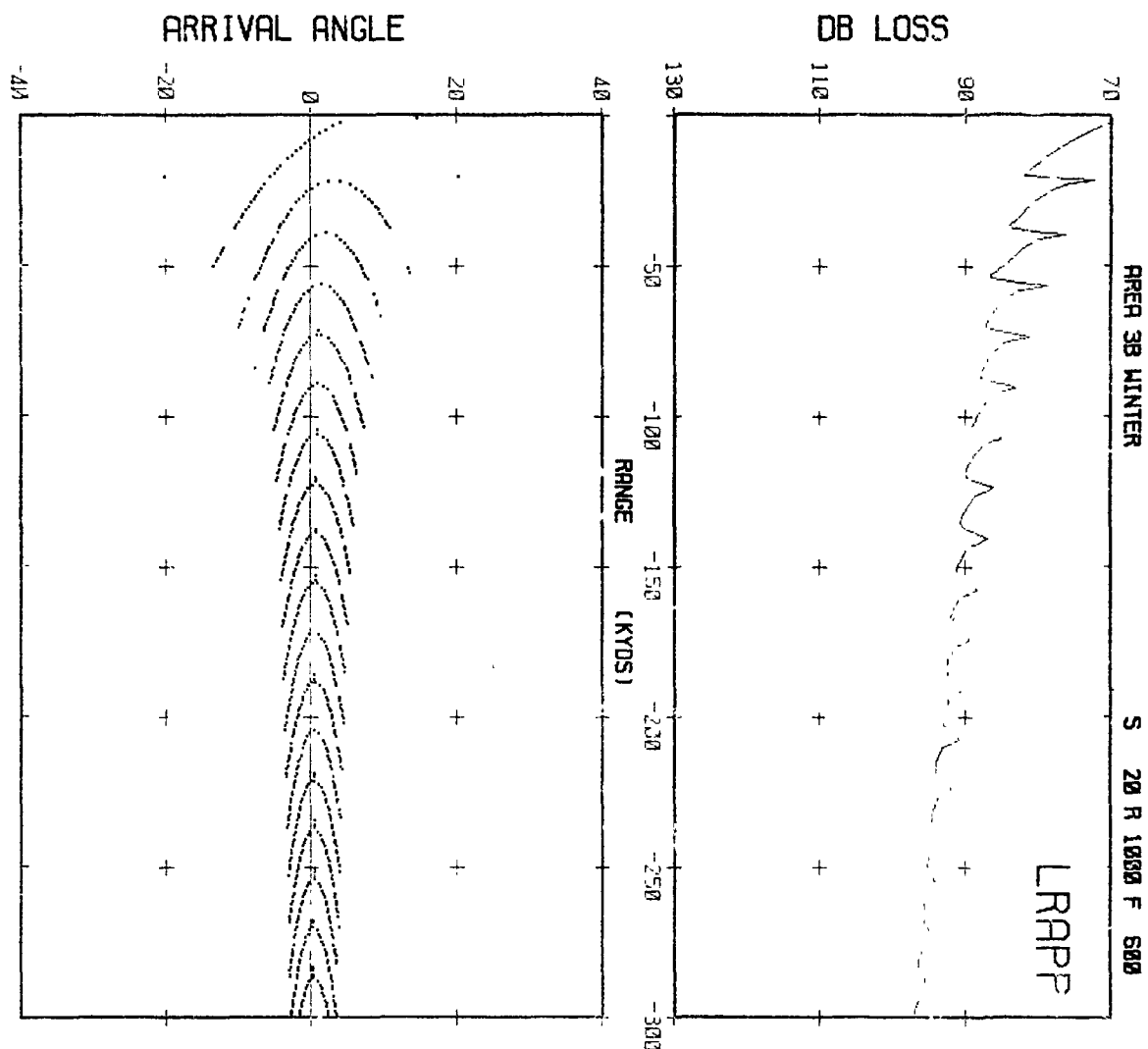


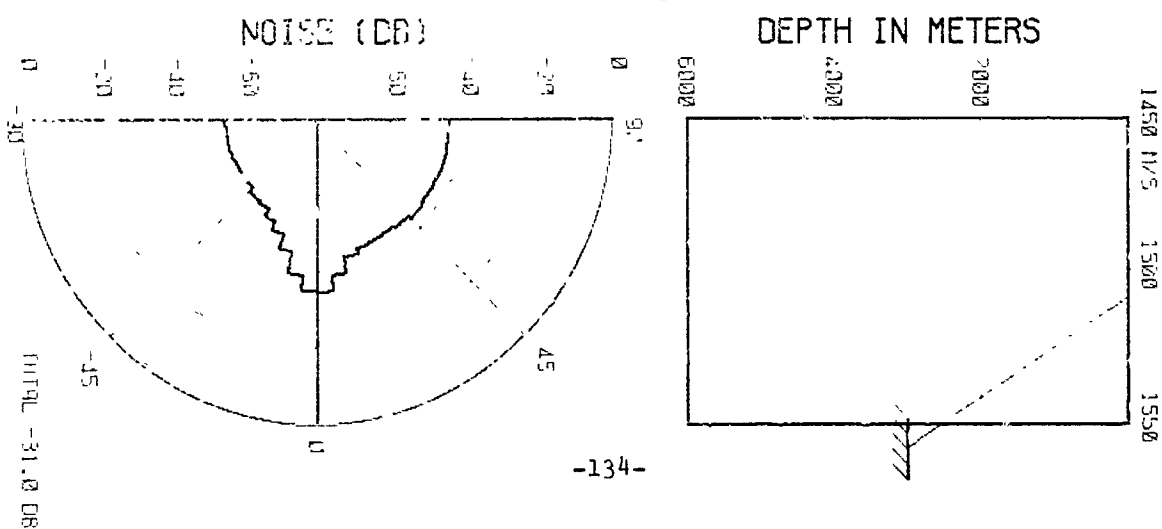
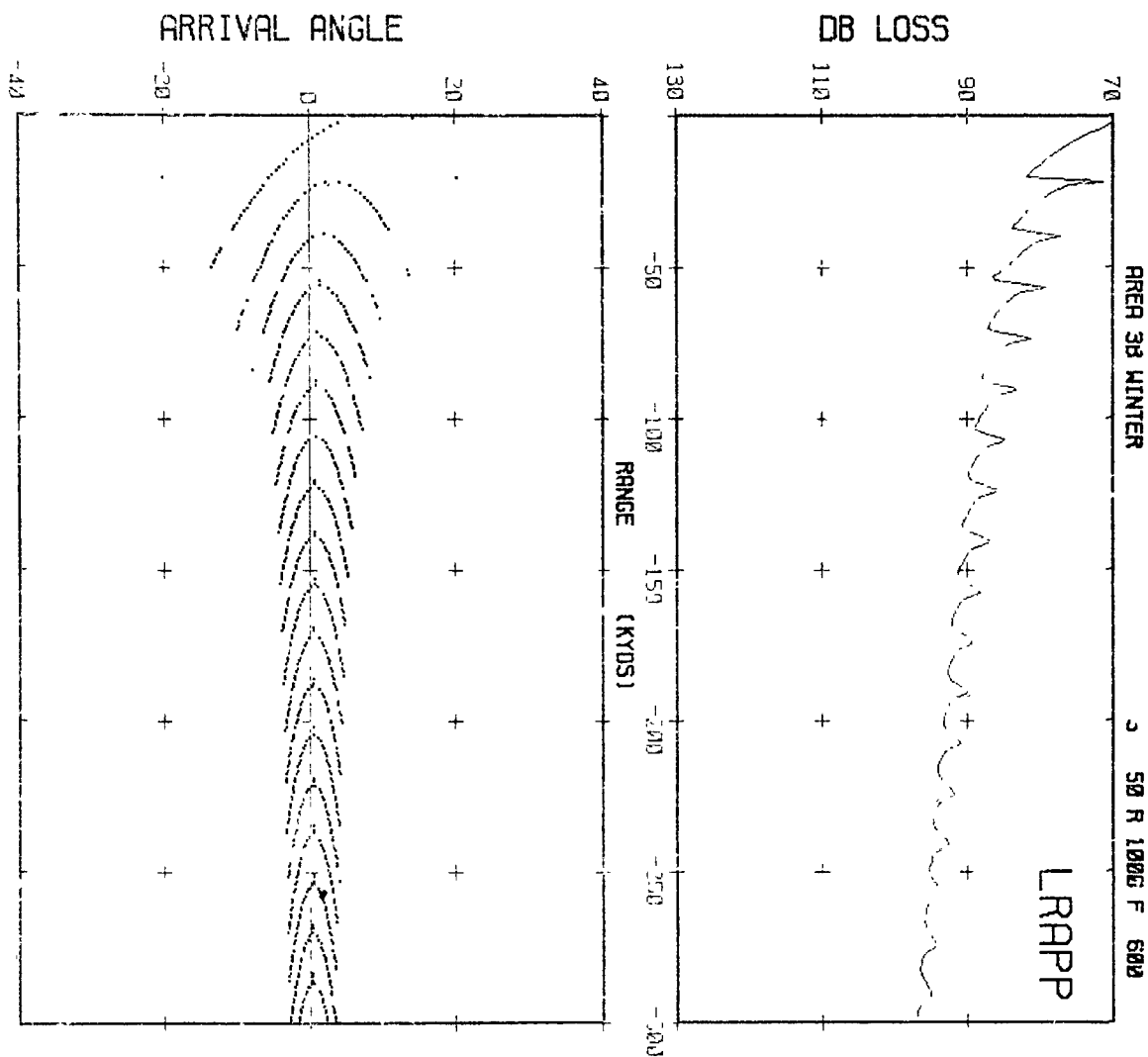
DEPTH IN METERS



NOISE (DB)





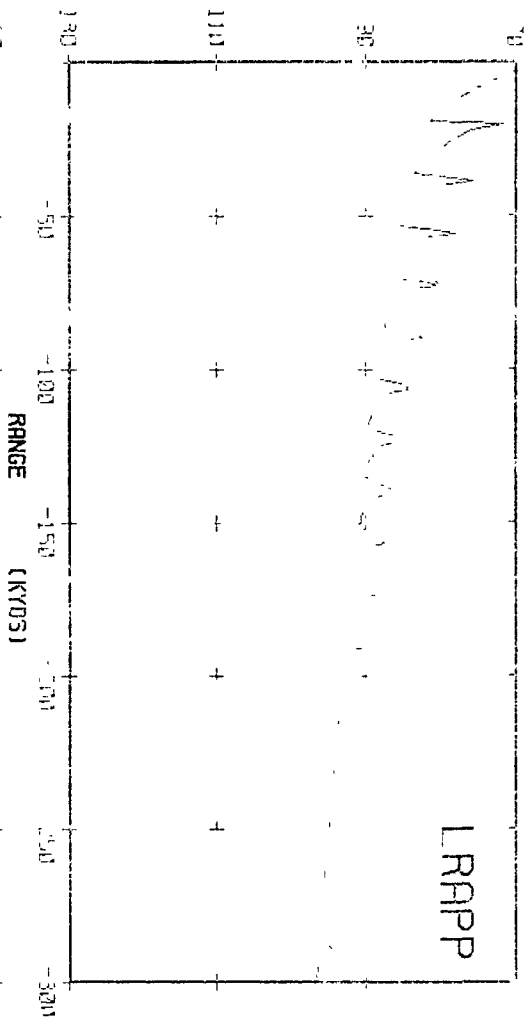


RRER 3B WINTER

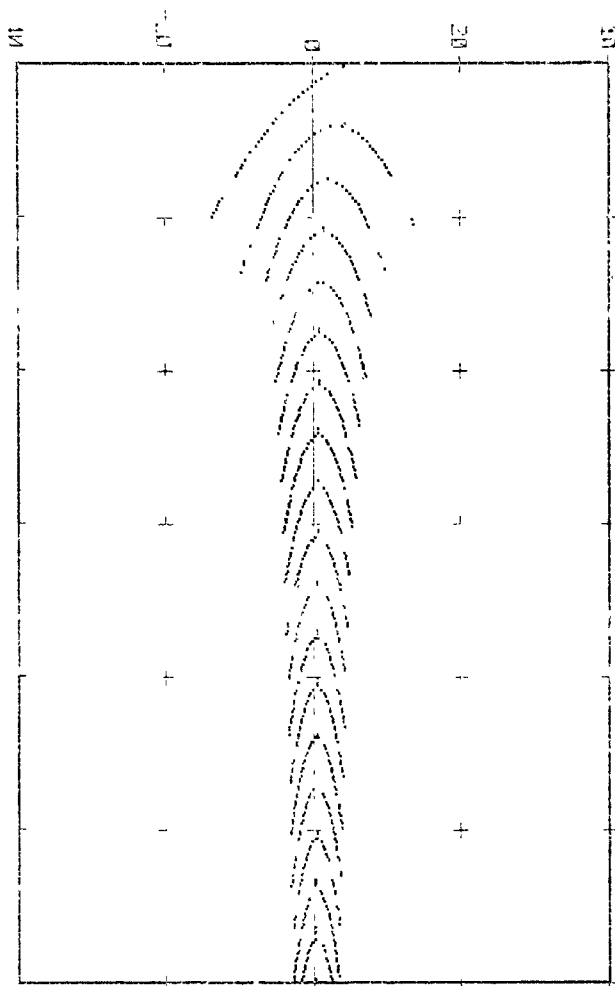
S SUR R 10/12 F 600

LRAPP

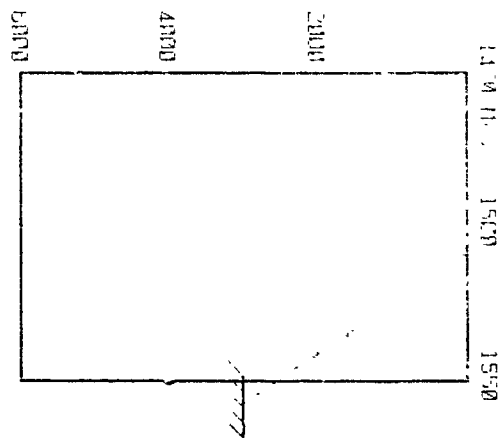
DB LOSS



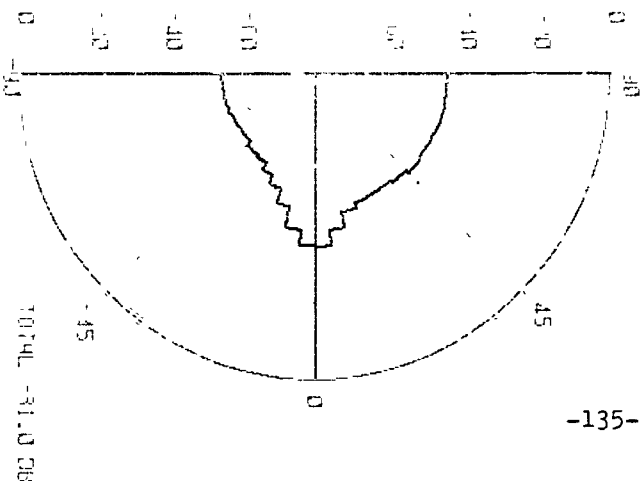
ARRIVAL ANGLE



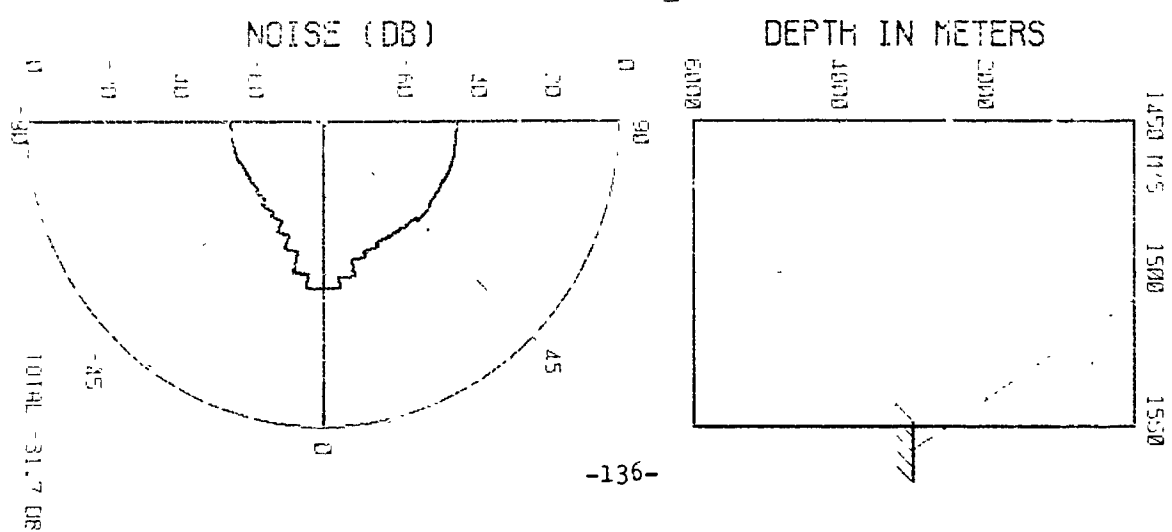
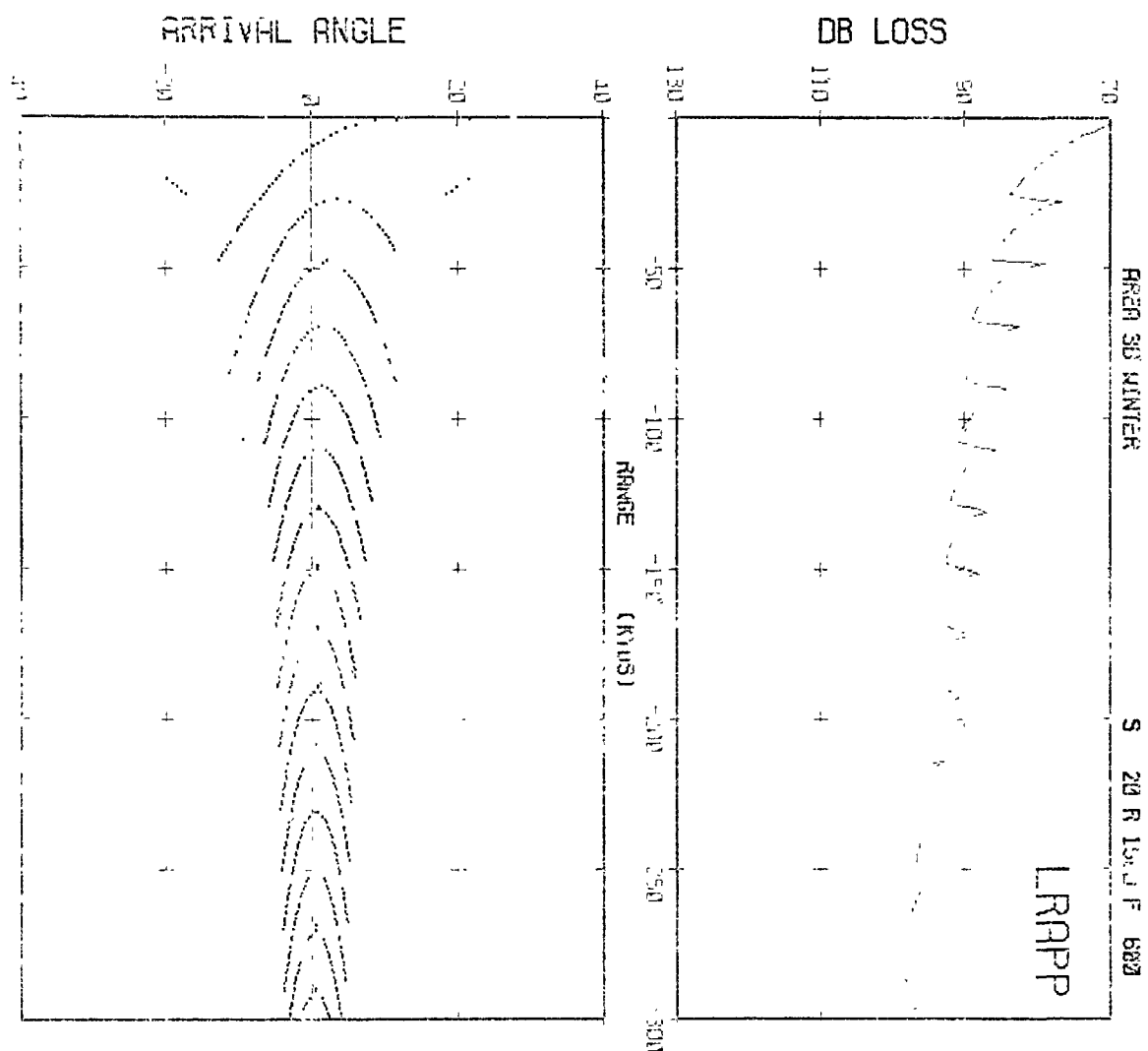
DEPTH IN METERS



NOISE (DB)



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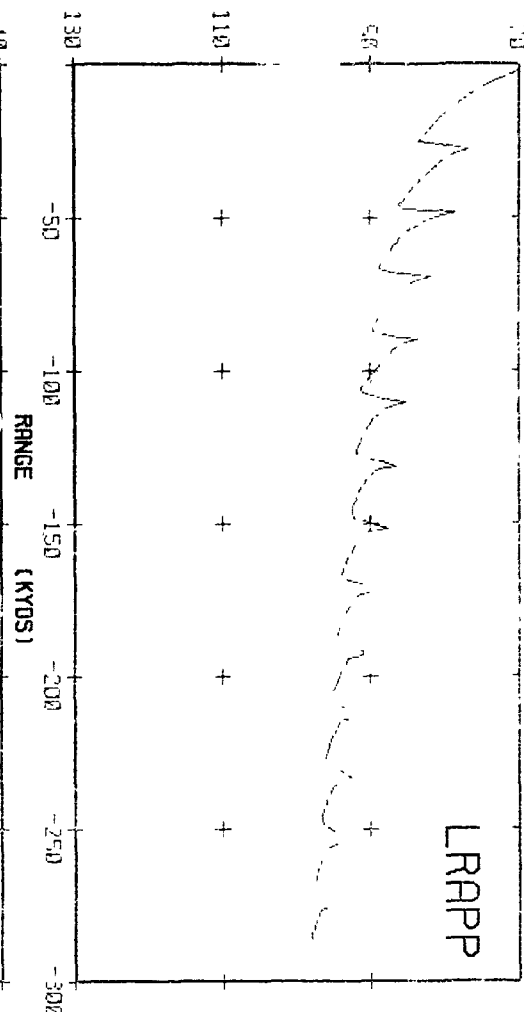


ARER 3B UNITER

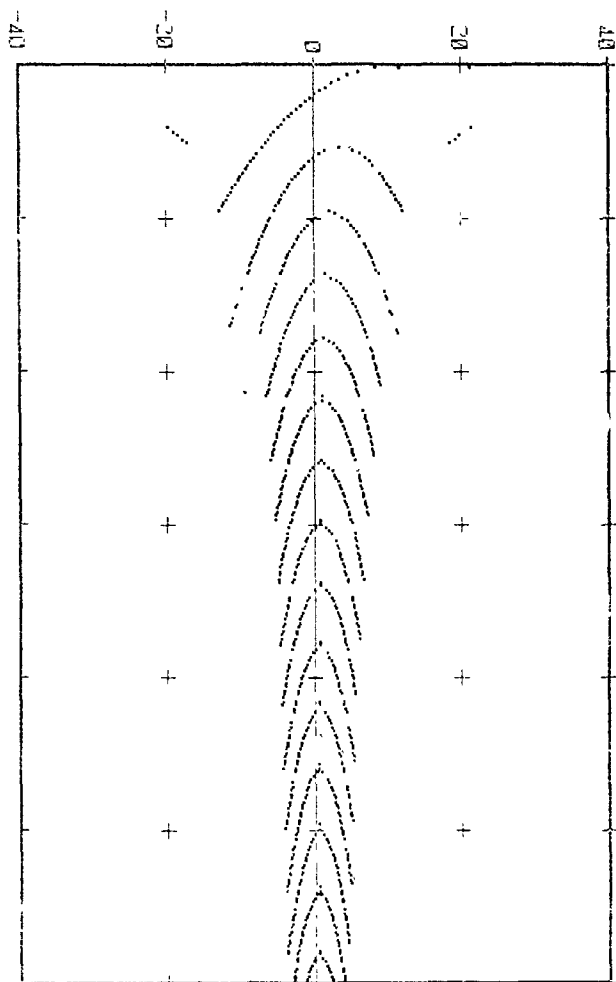
S 50 R 1500 F 606

14°30' N 150° 155.0

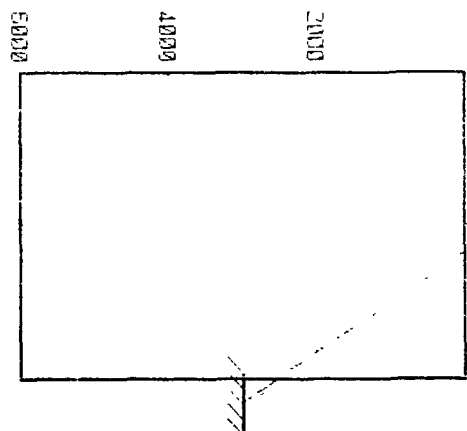
DB LOSS



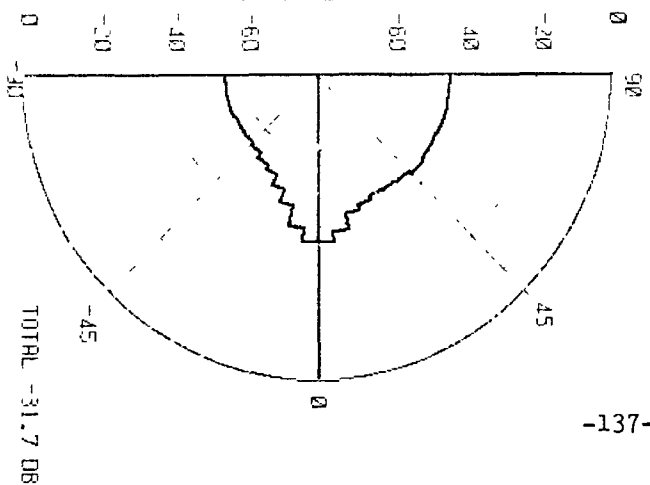
ARRIVAL ANGLE

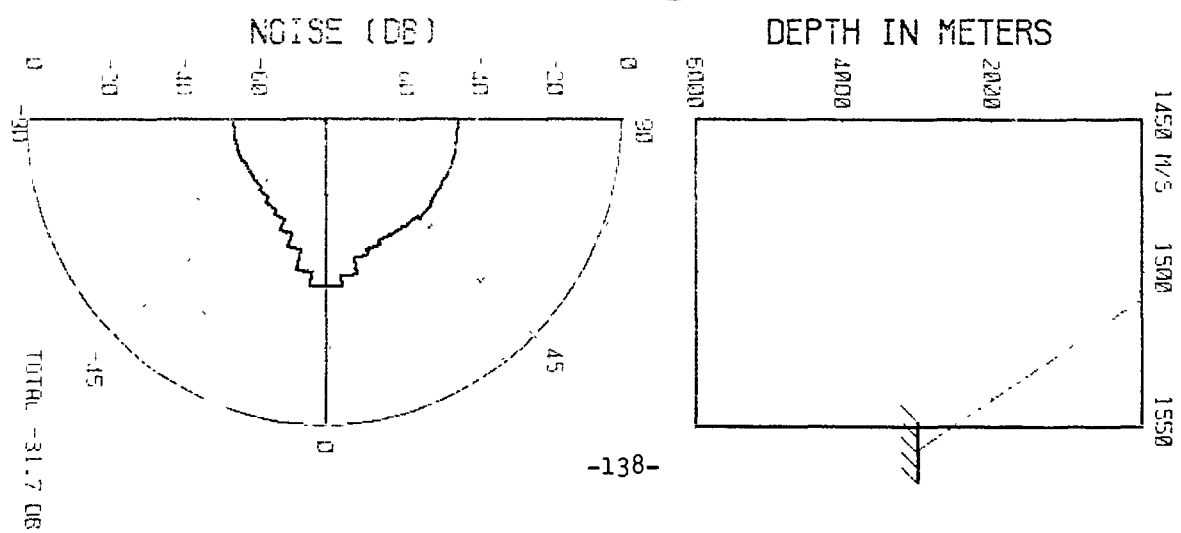
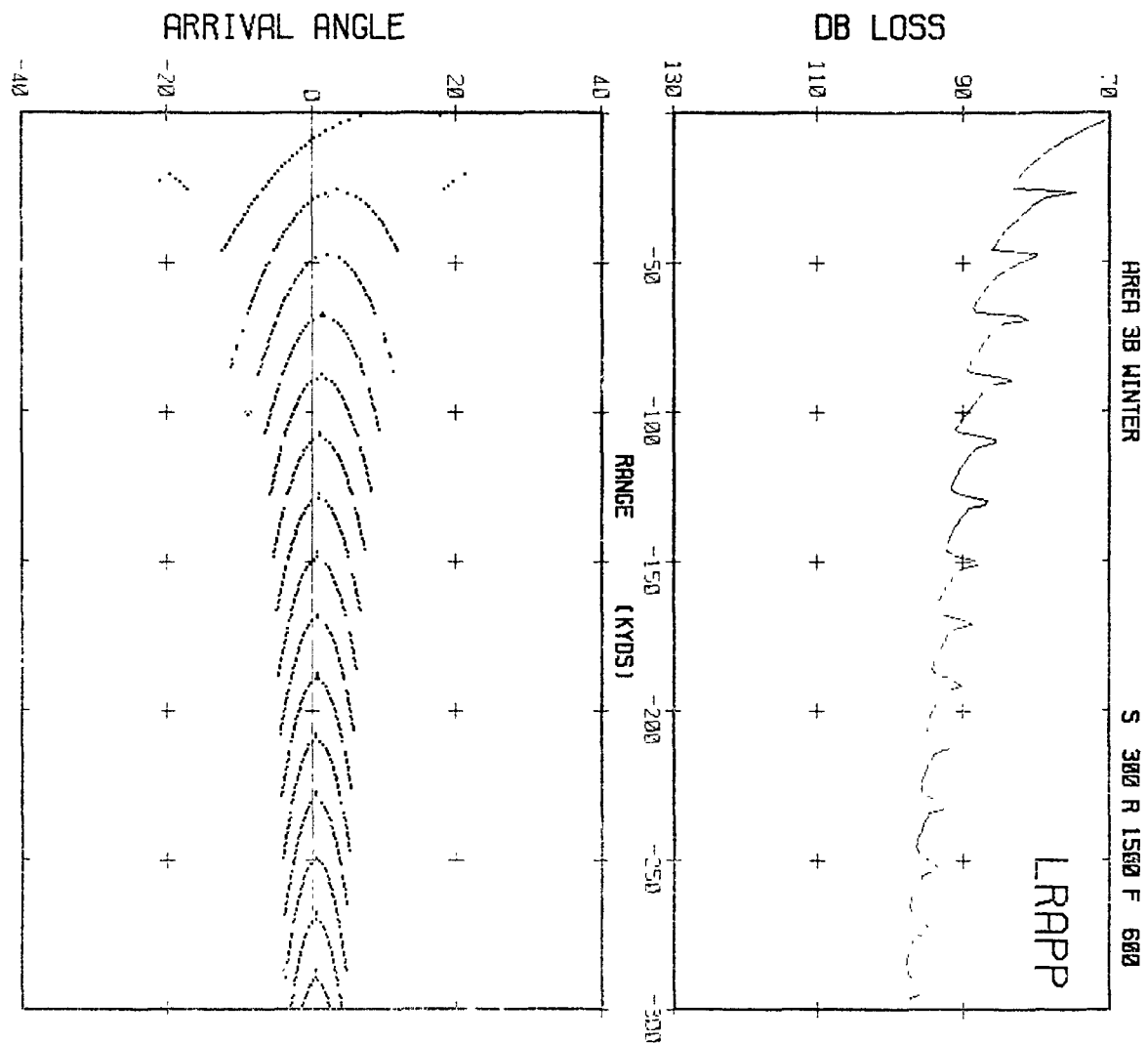


DEPTH IN METERS



NOISE (DB)



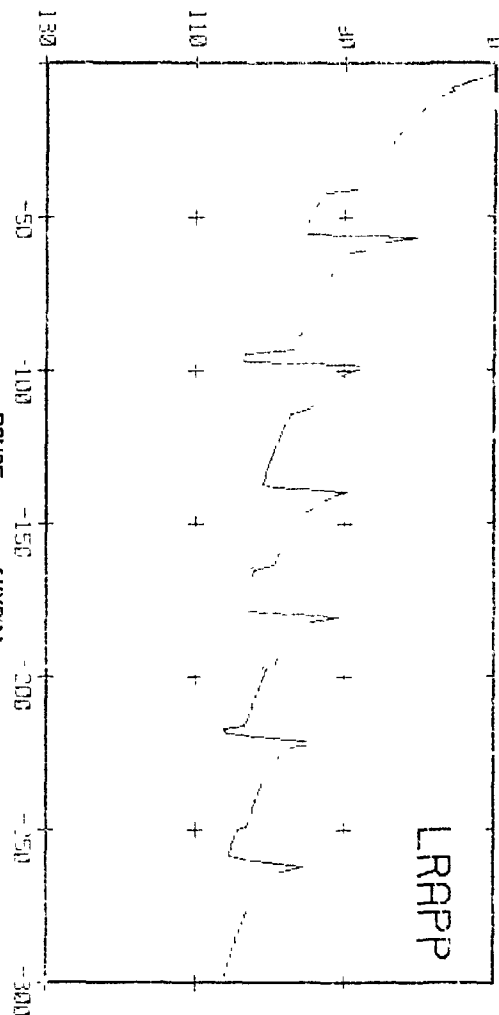


AREA 3B WINTER

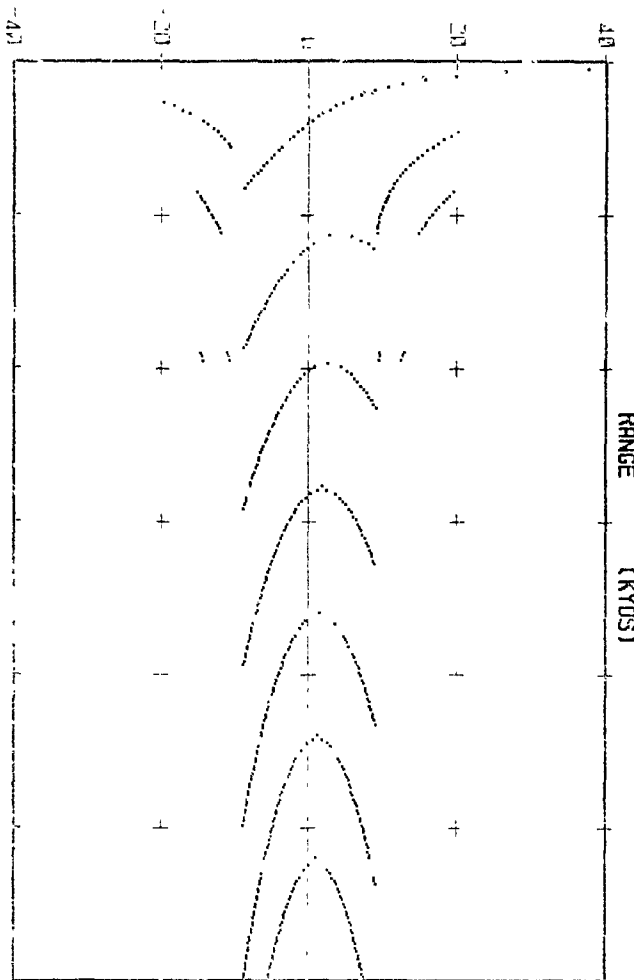
S 20 R 6000 F 600

1450 14.5 1500 1550

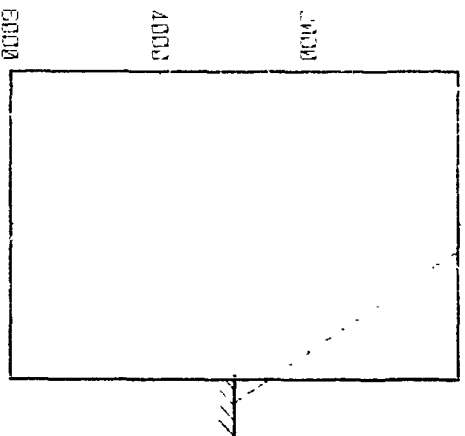
DB LOSS



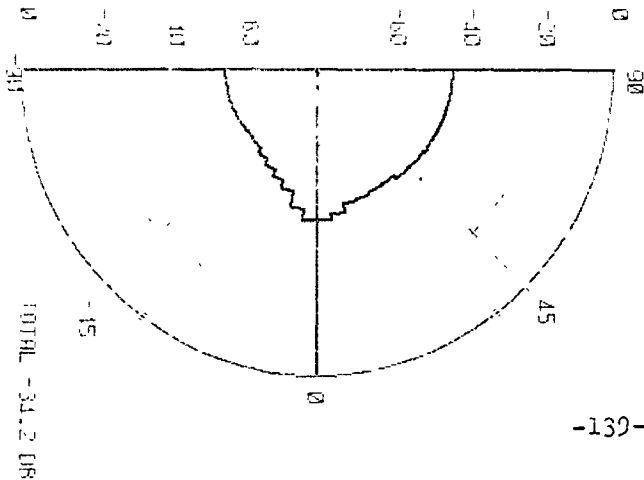
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



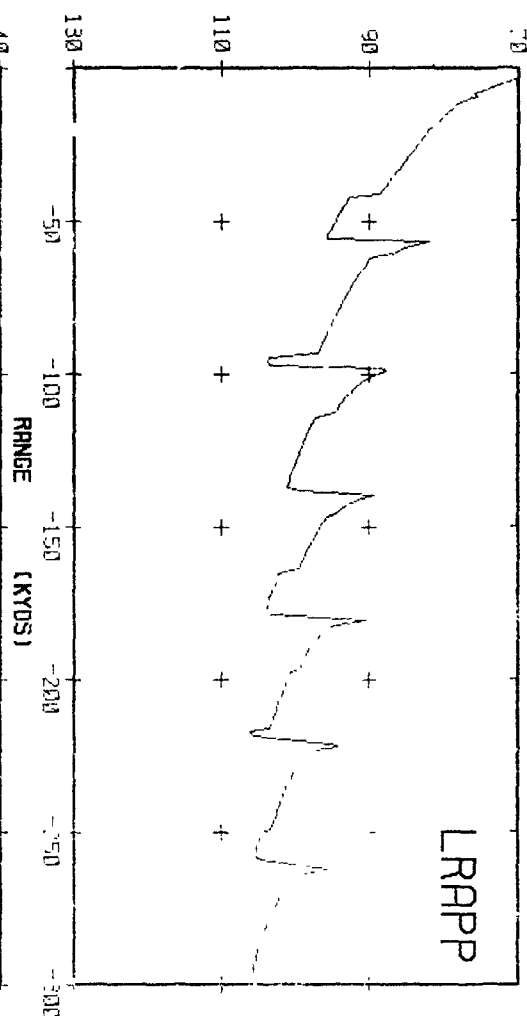


AREA 3B WINTER

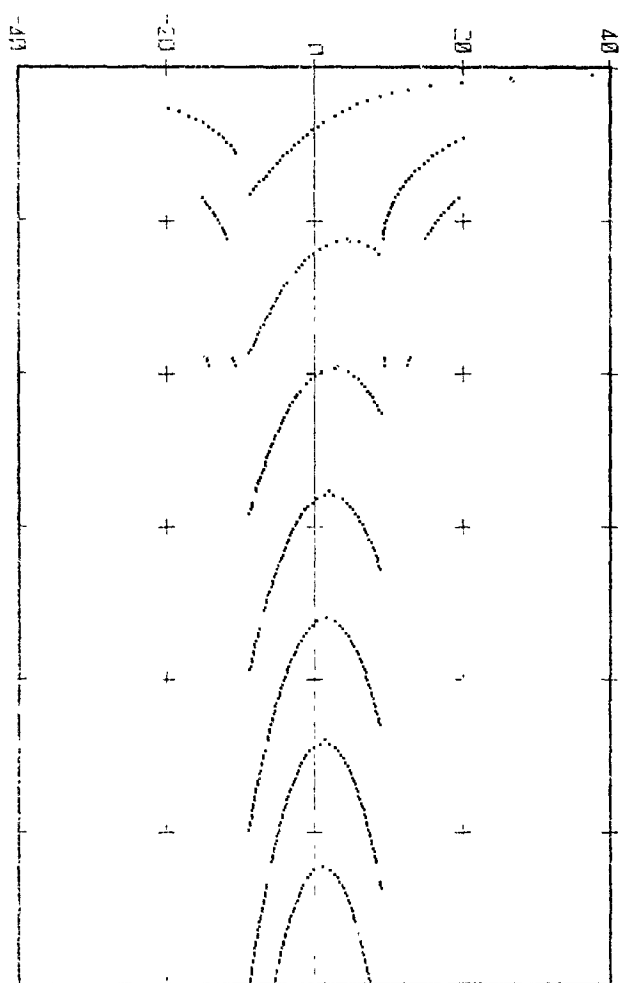
S 50 R 6000 F 600

LRAPP

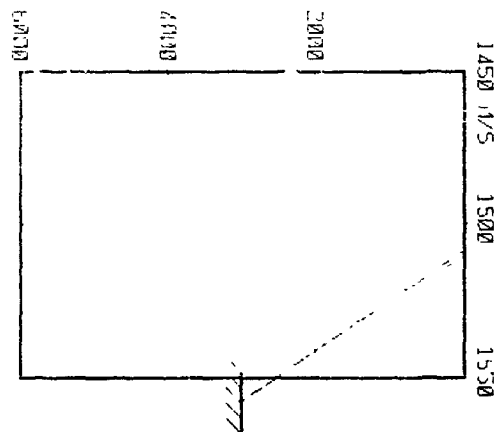
DB LOSS



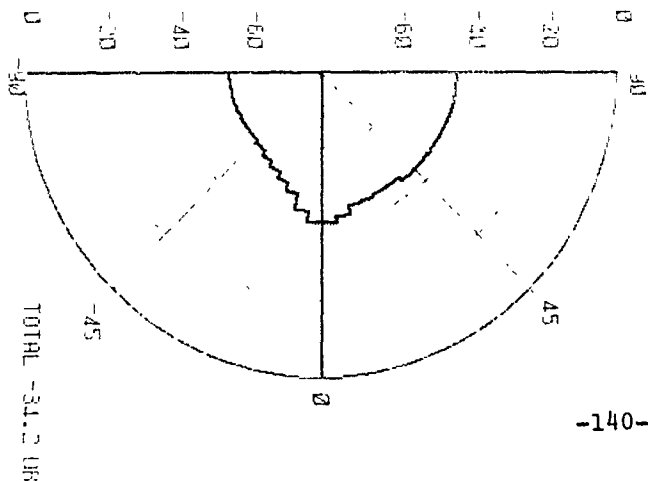
ARRIVAL ANGLE



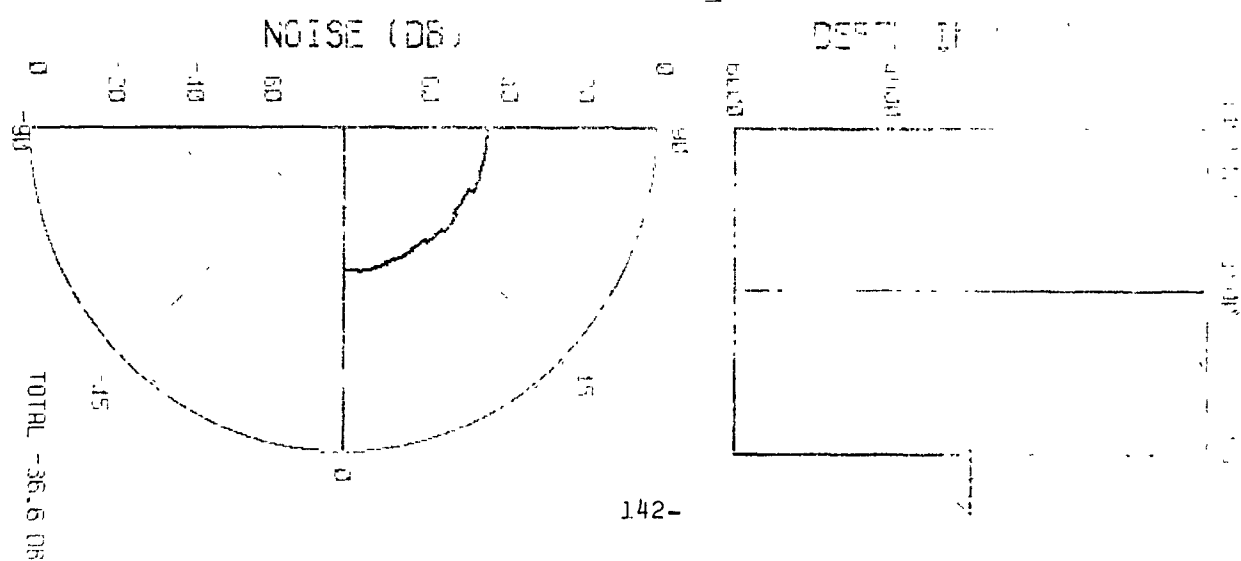
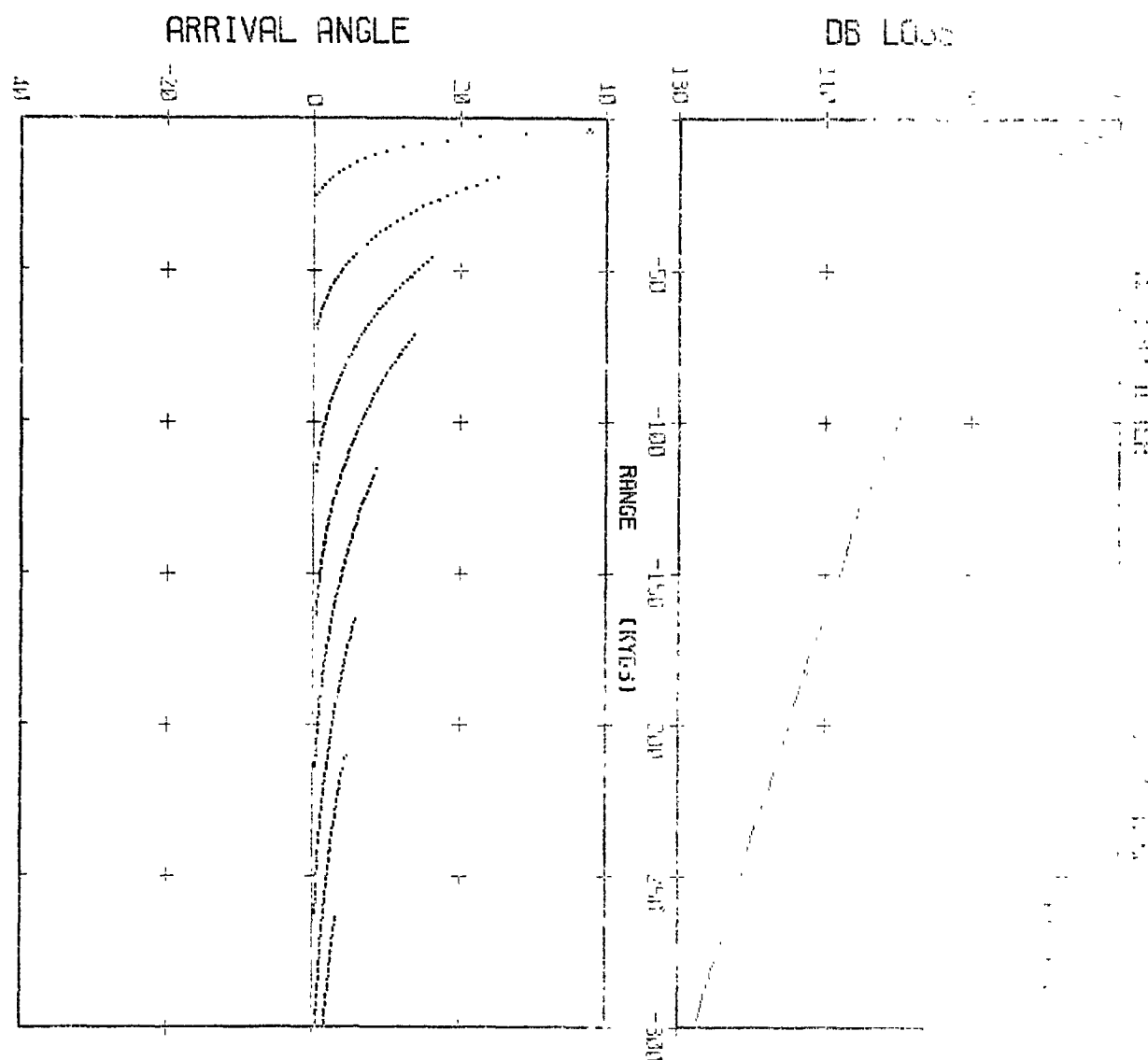
DEPTH IN METERS



NOISE (DB)





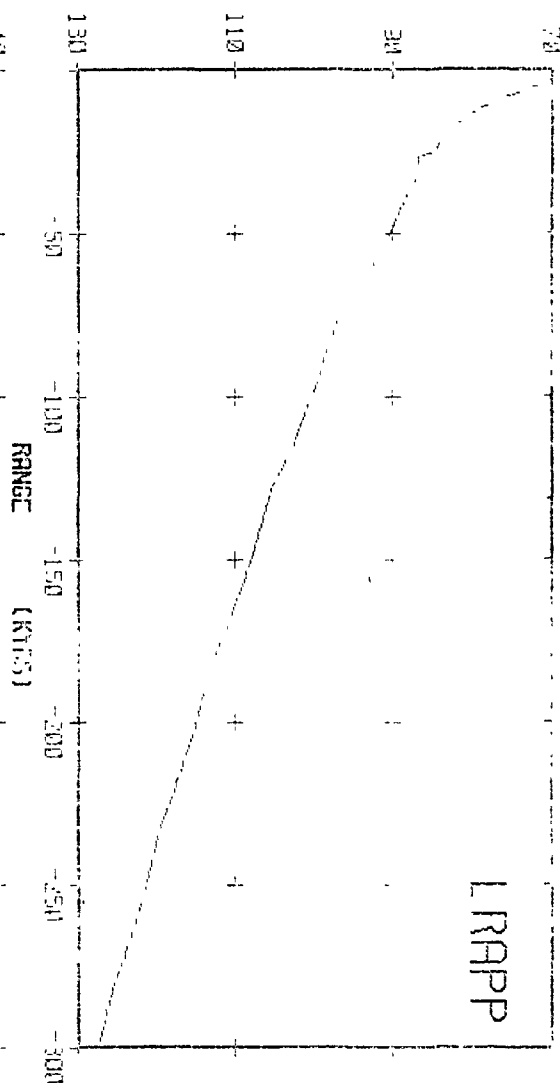


FRECH 3B HUNTER

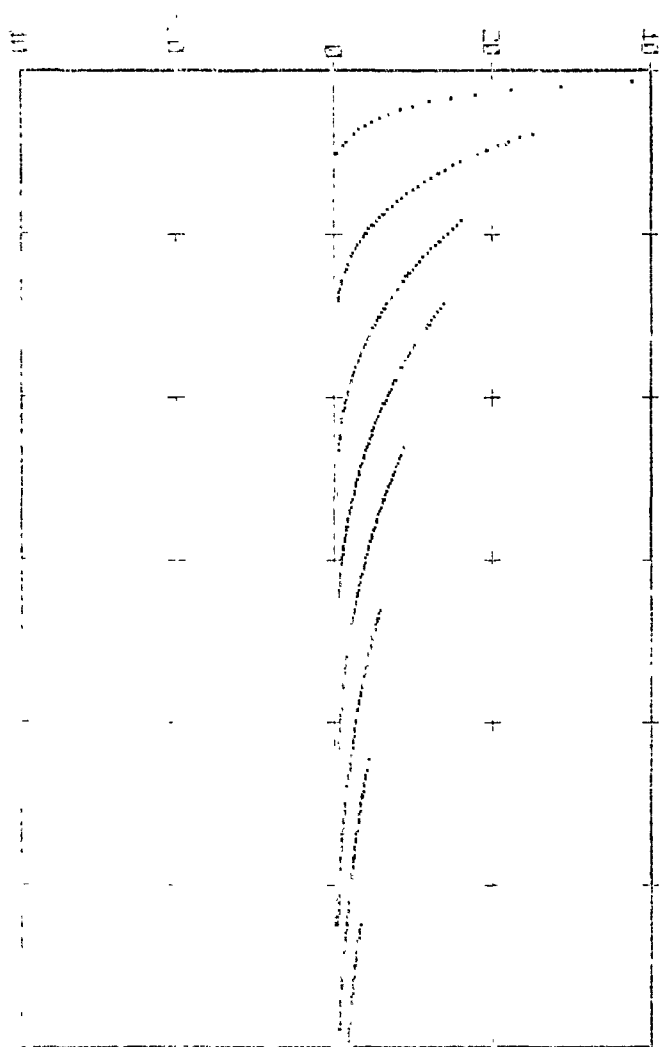
S 50 R 9842 F 600

LRAPP

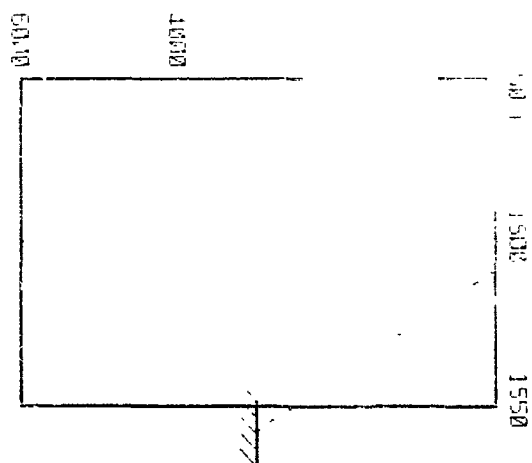
DB LOSS



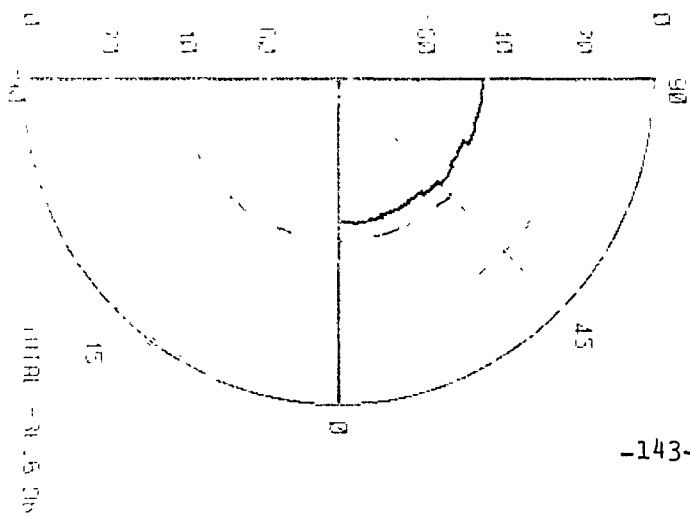
ARRIVAL ANGLE

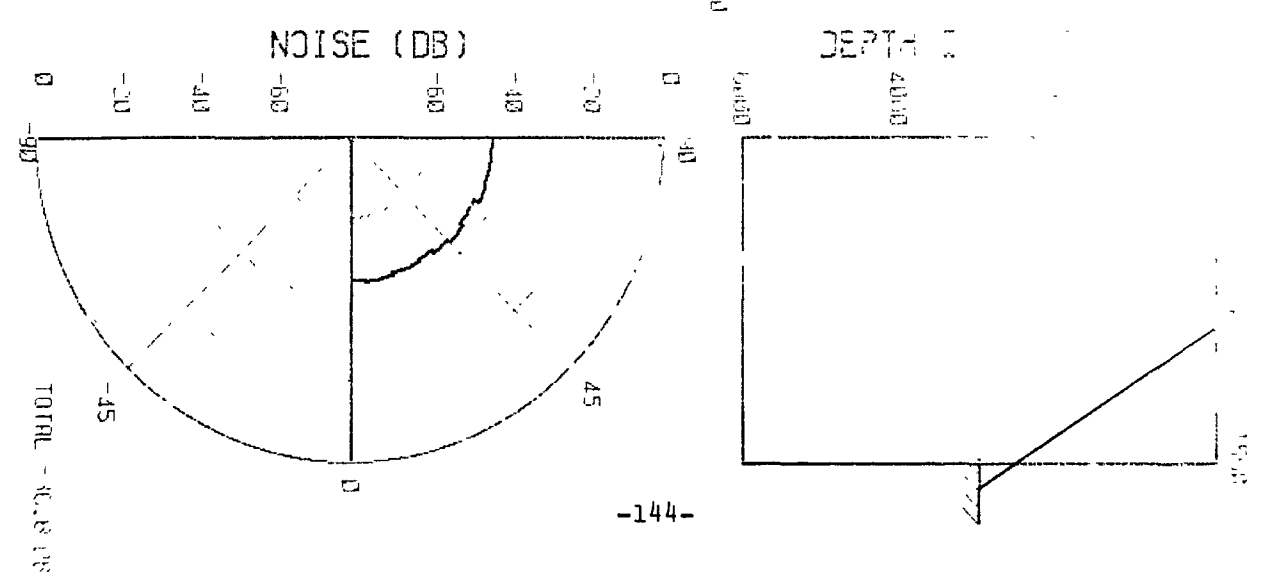
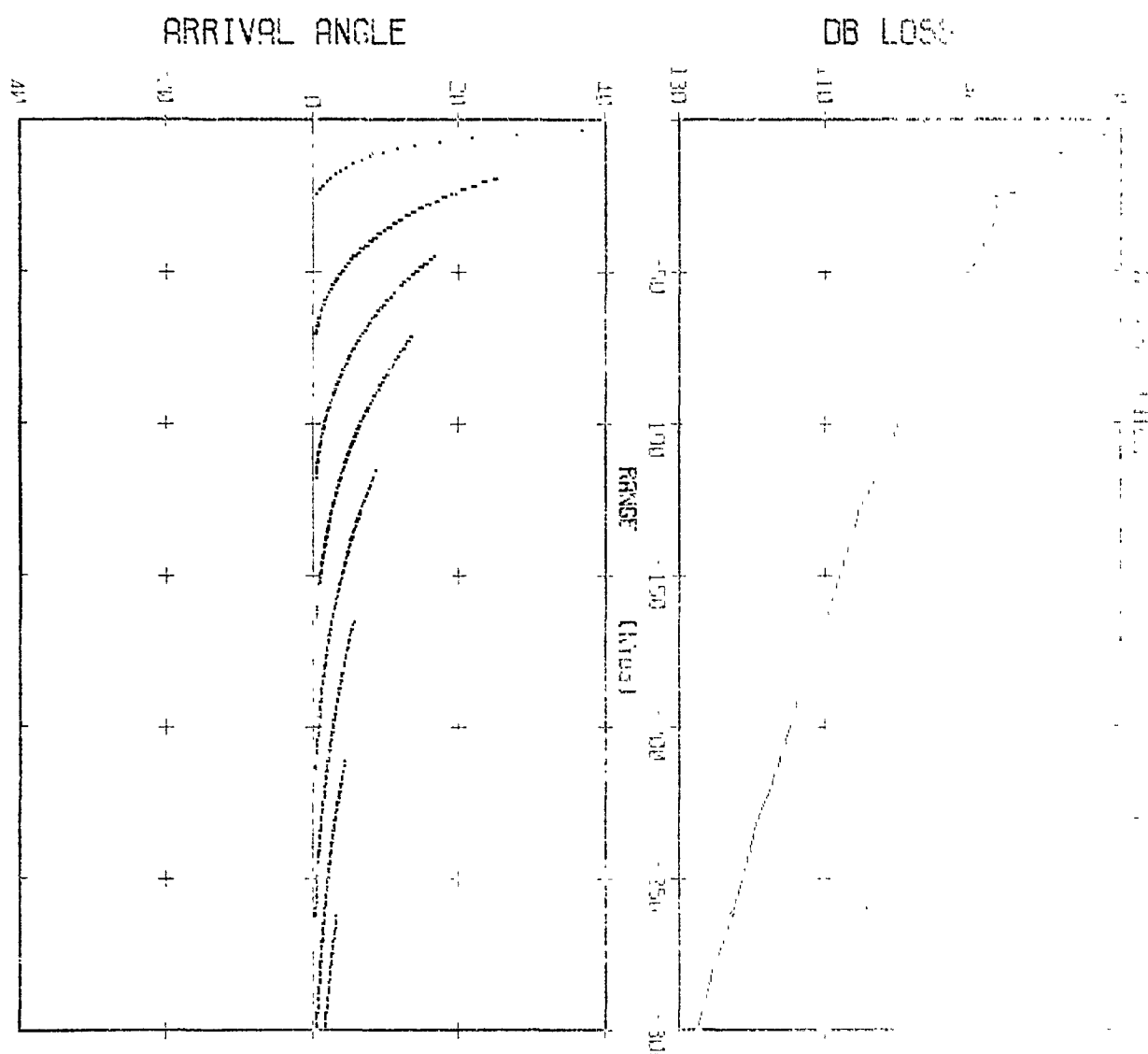


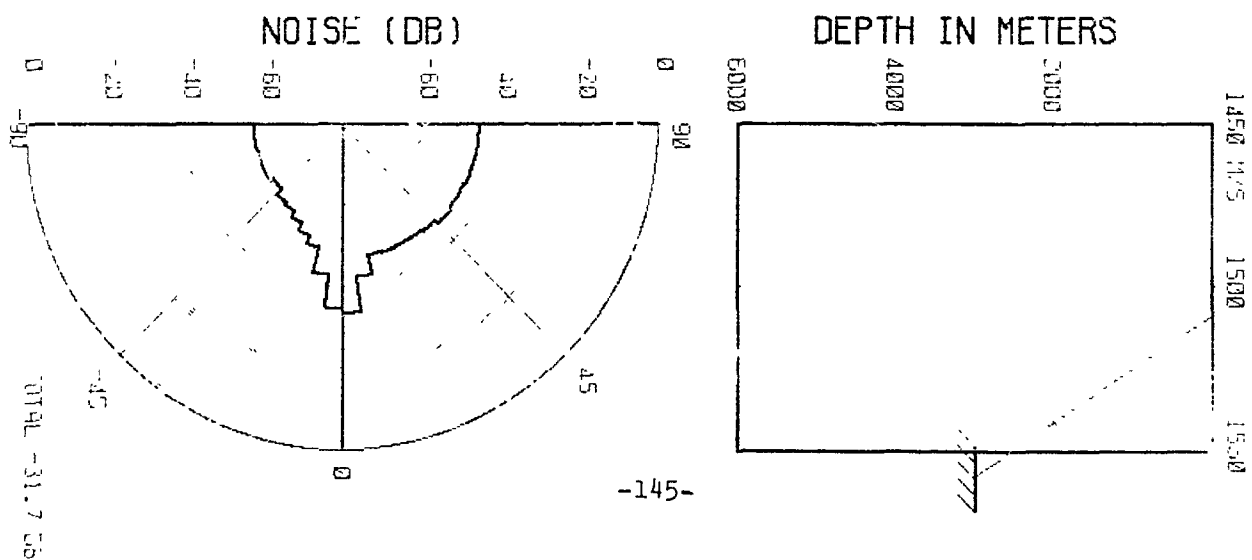
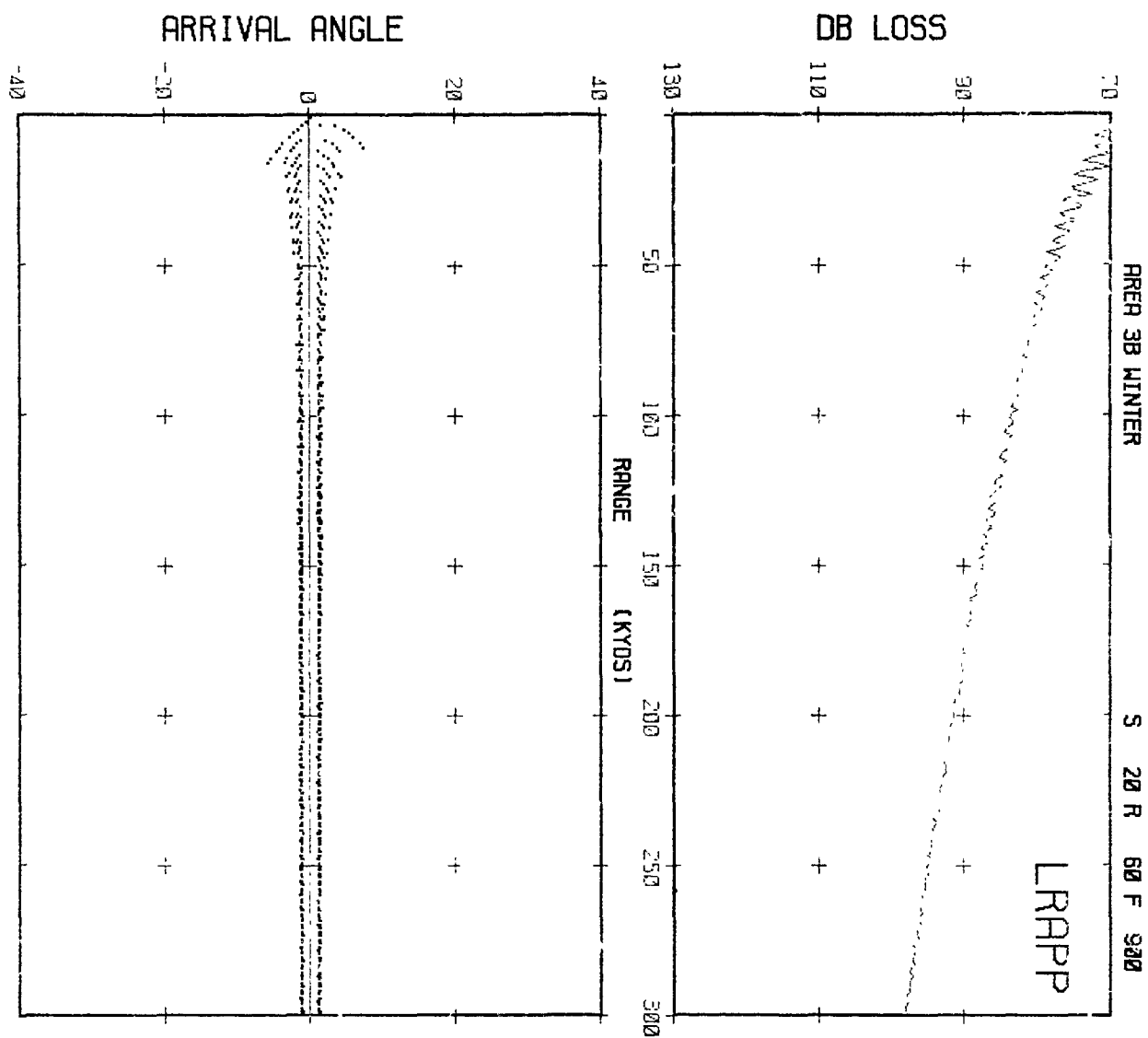
DEPTH IN METERS

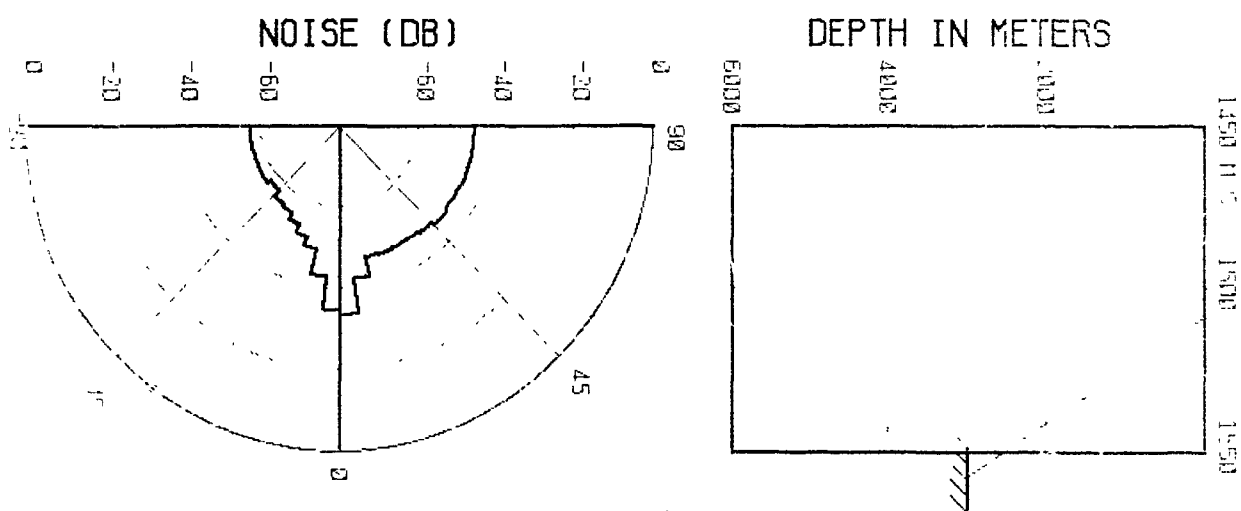
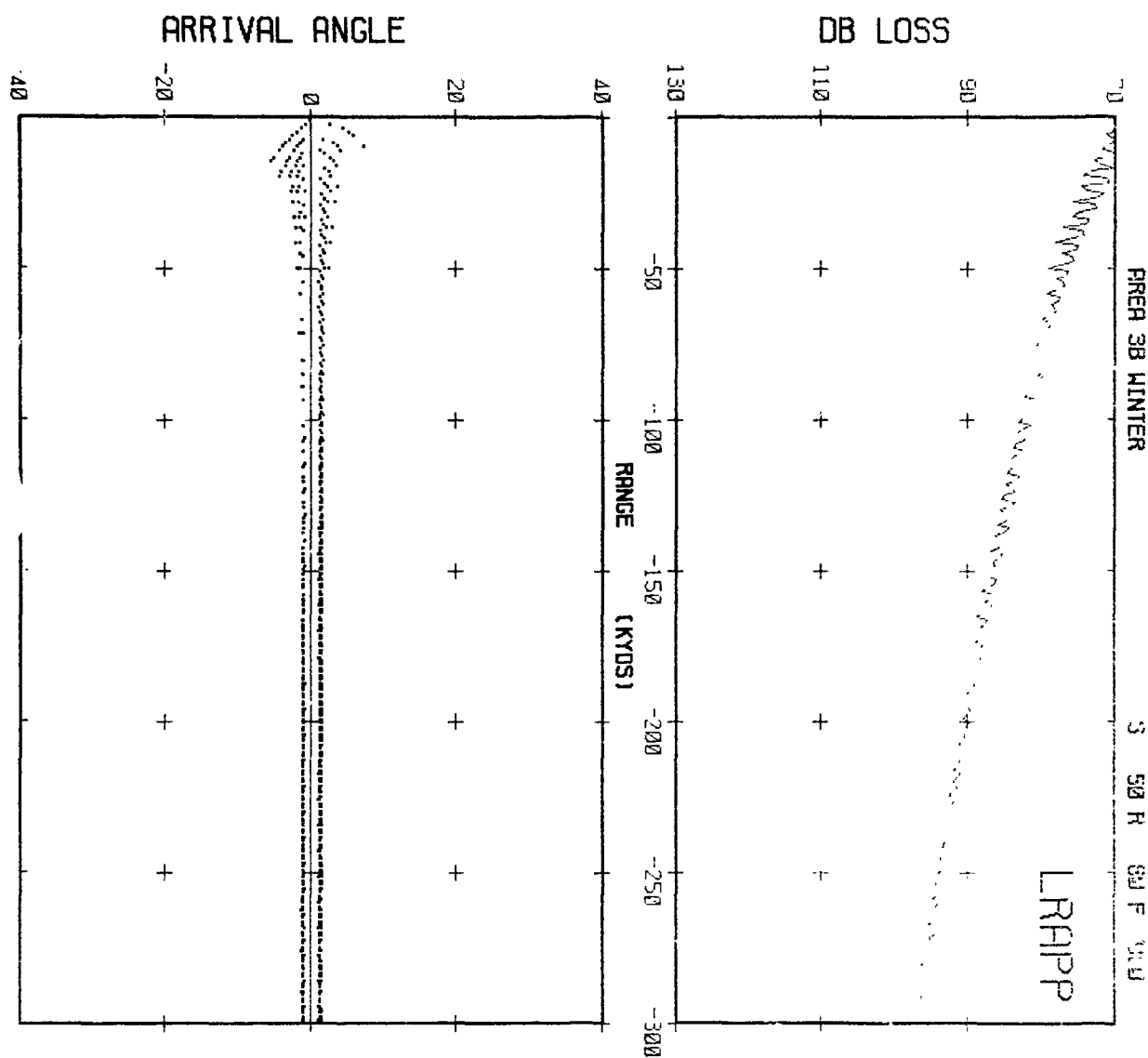


NOISE (DB)

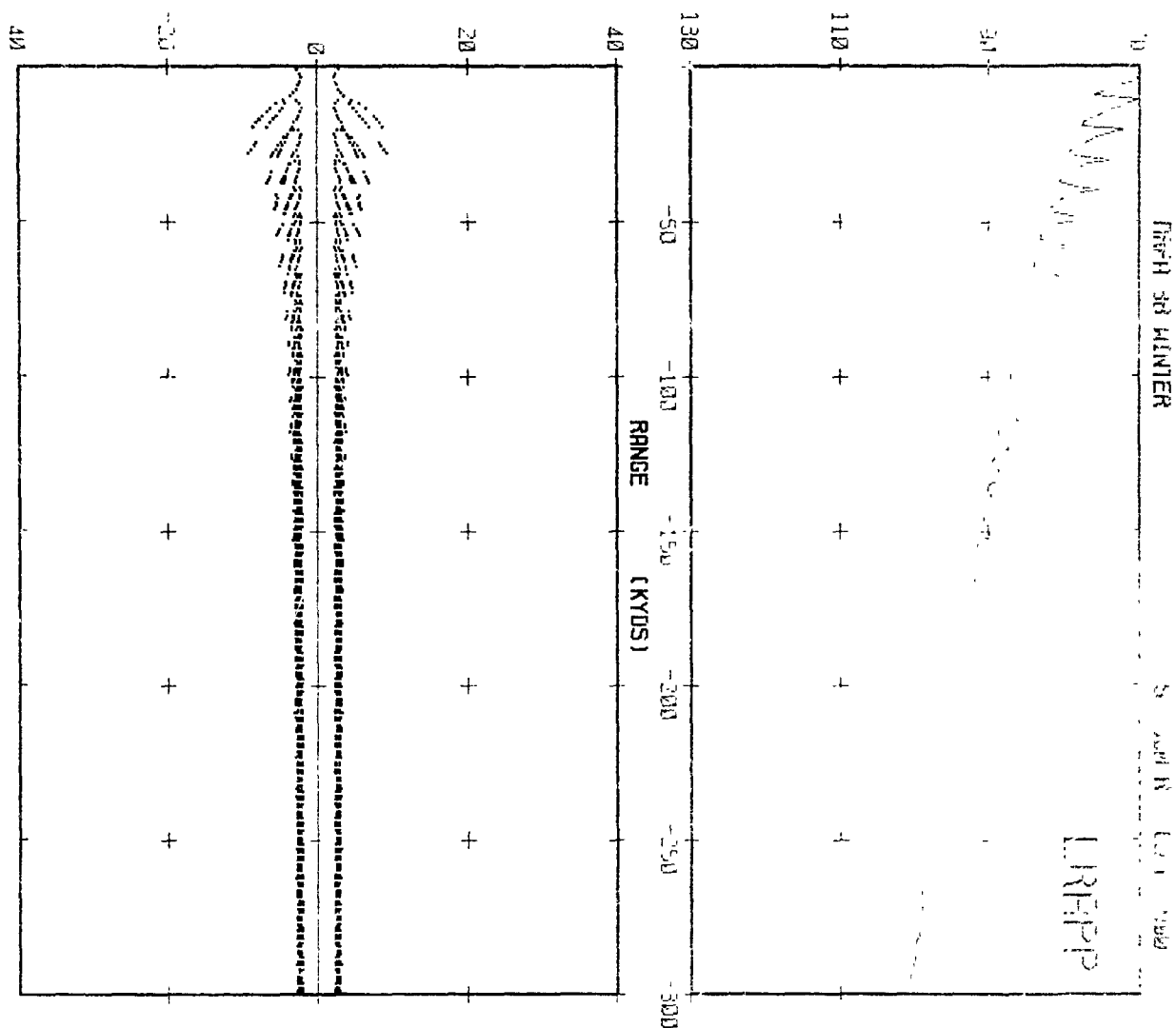






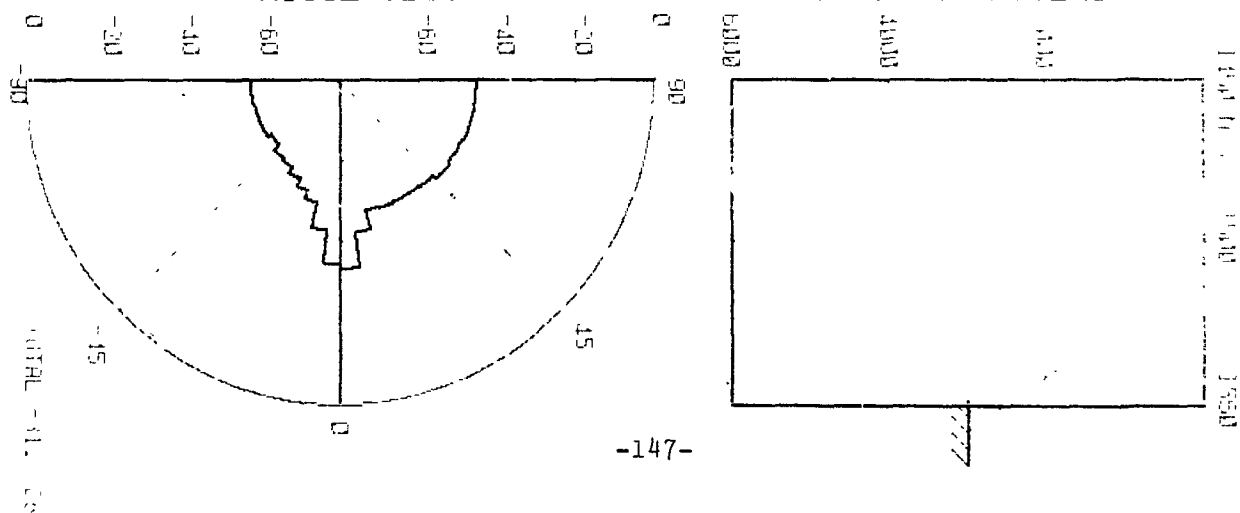


DB LOSS



NOISE (DB)

DEPTH IN METERS



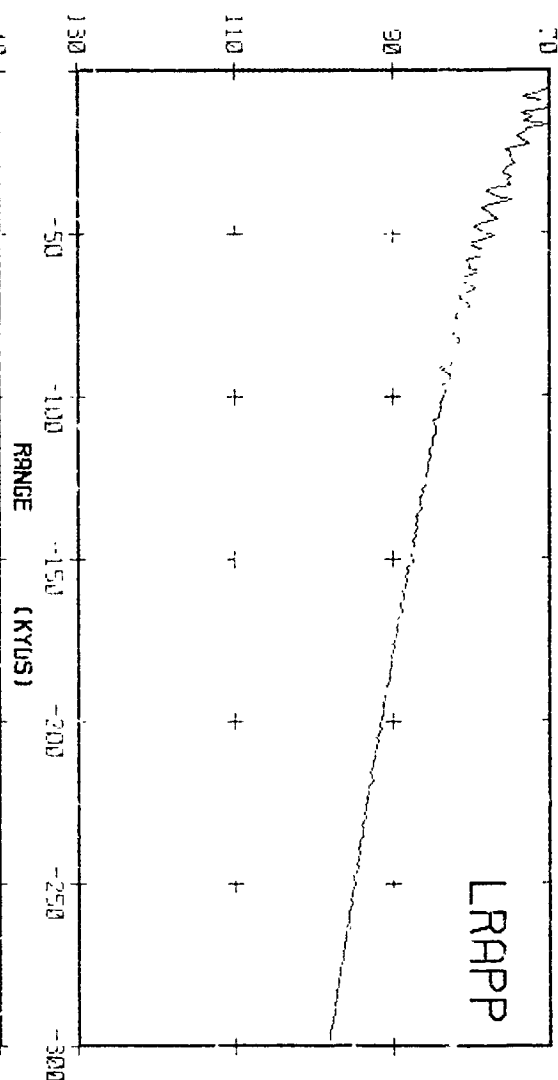


ARRR 3B WINTER

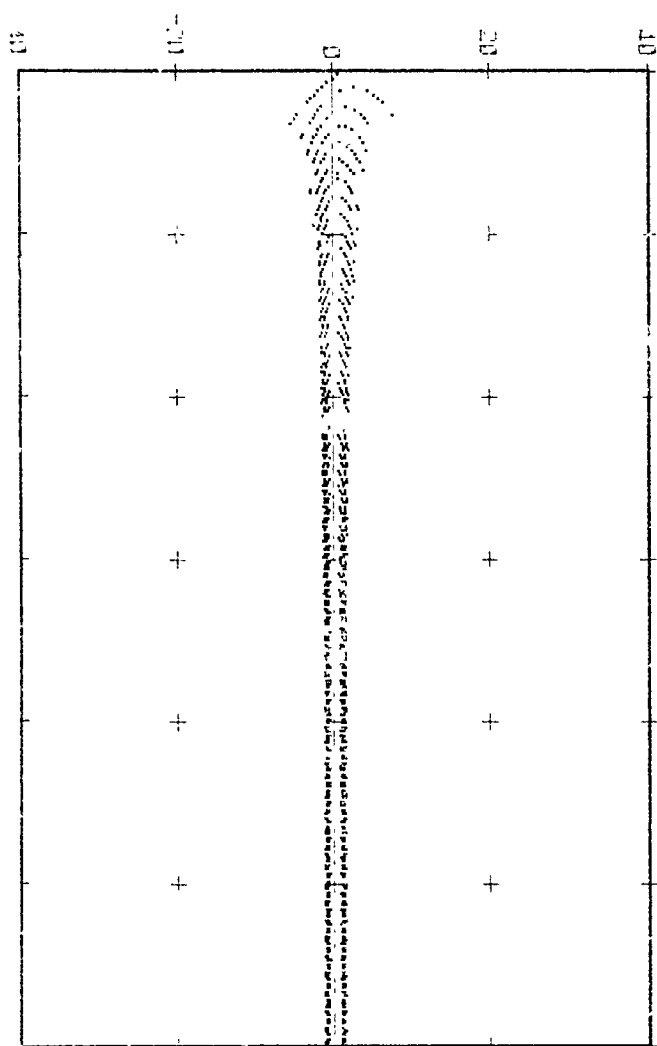
S 20 R 180 F 900

LRAPP

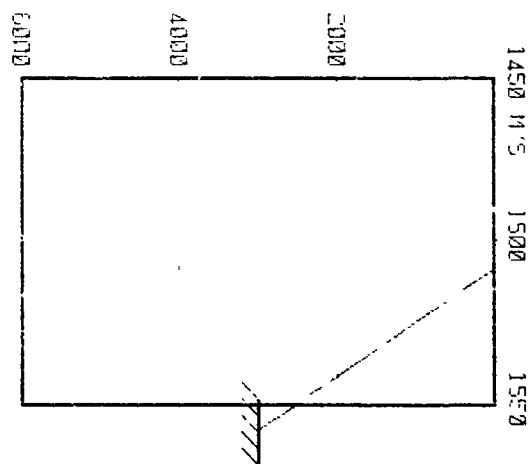
DB LOSS



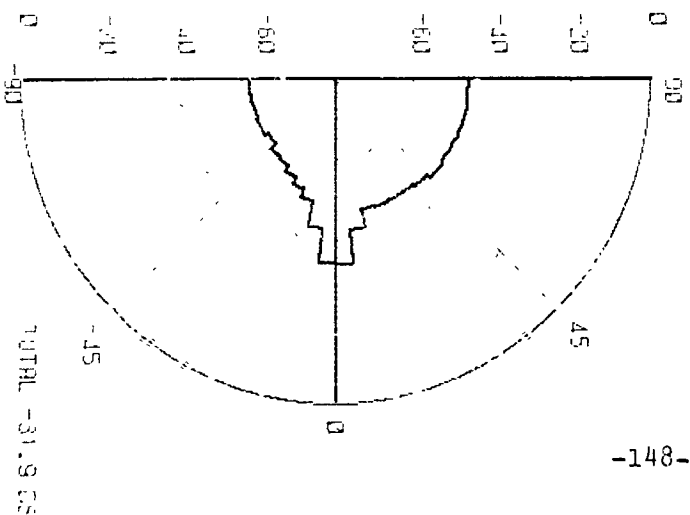
ARRIVAL ANGLE



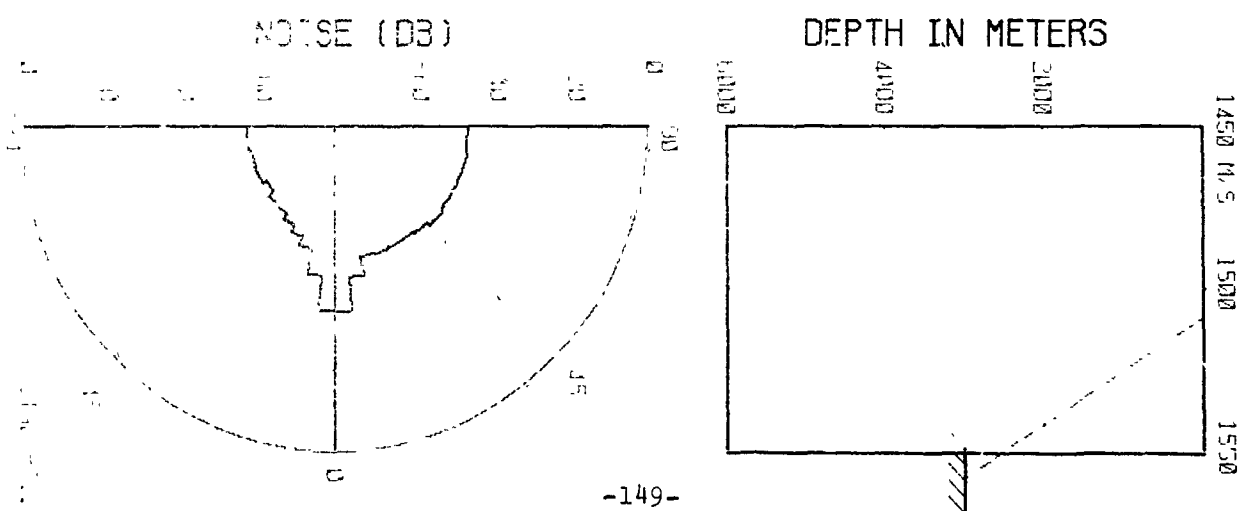
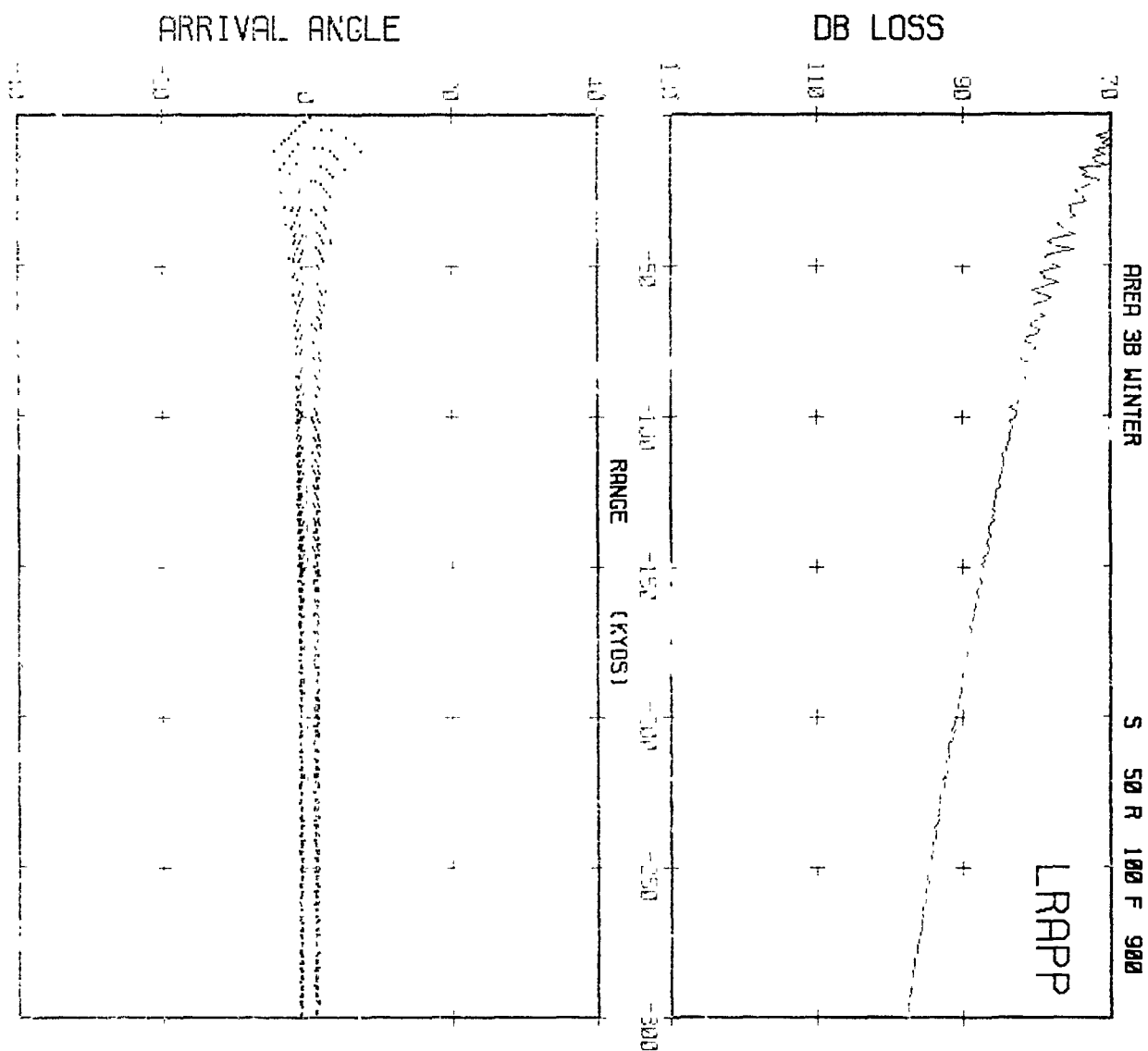
DEPTH IN METERS



NOISE (DB)



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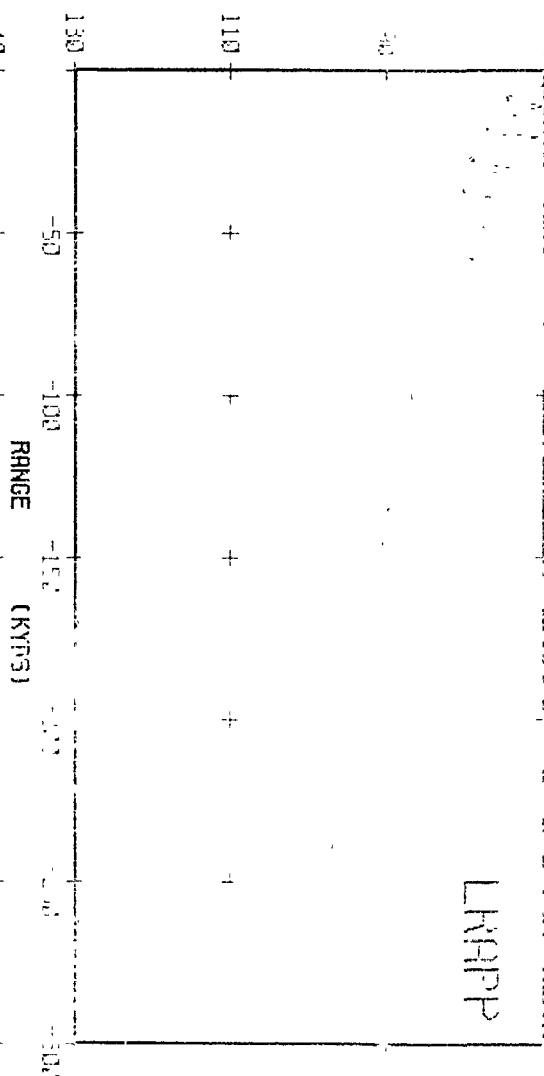


FILED 04/11/08

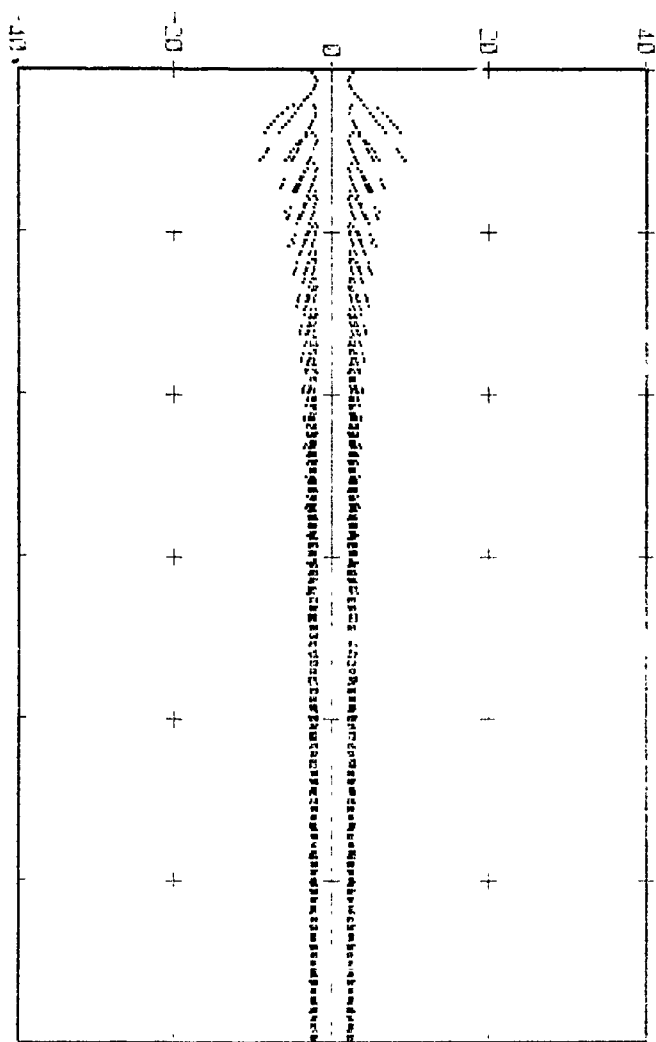
S. S. 16. 16. 1. 930

LNAPP

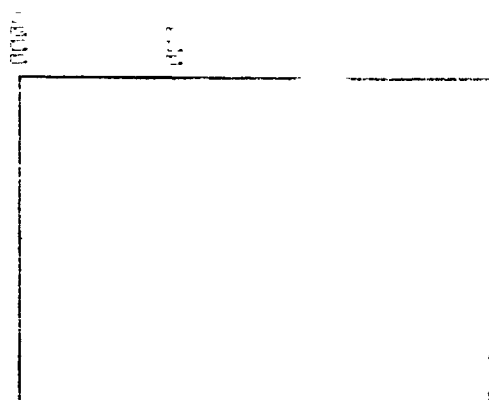
DB LOSS



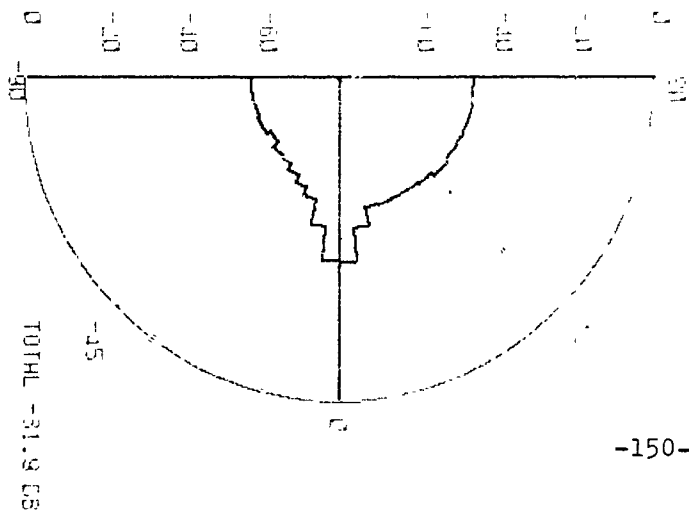
ARRIVAL ANGLE

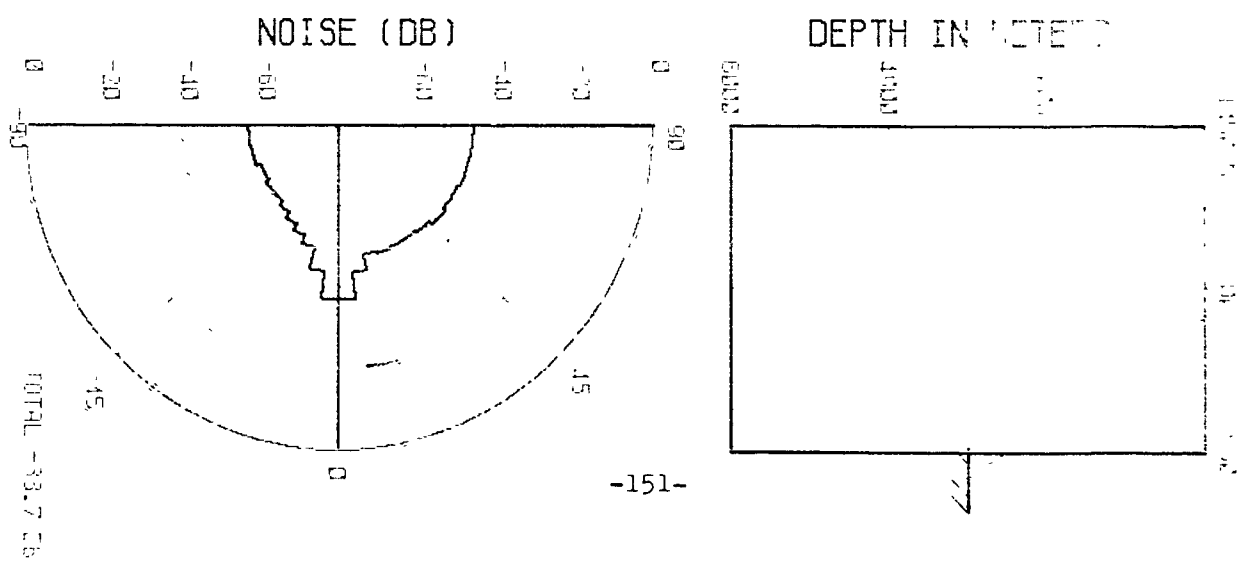
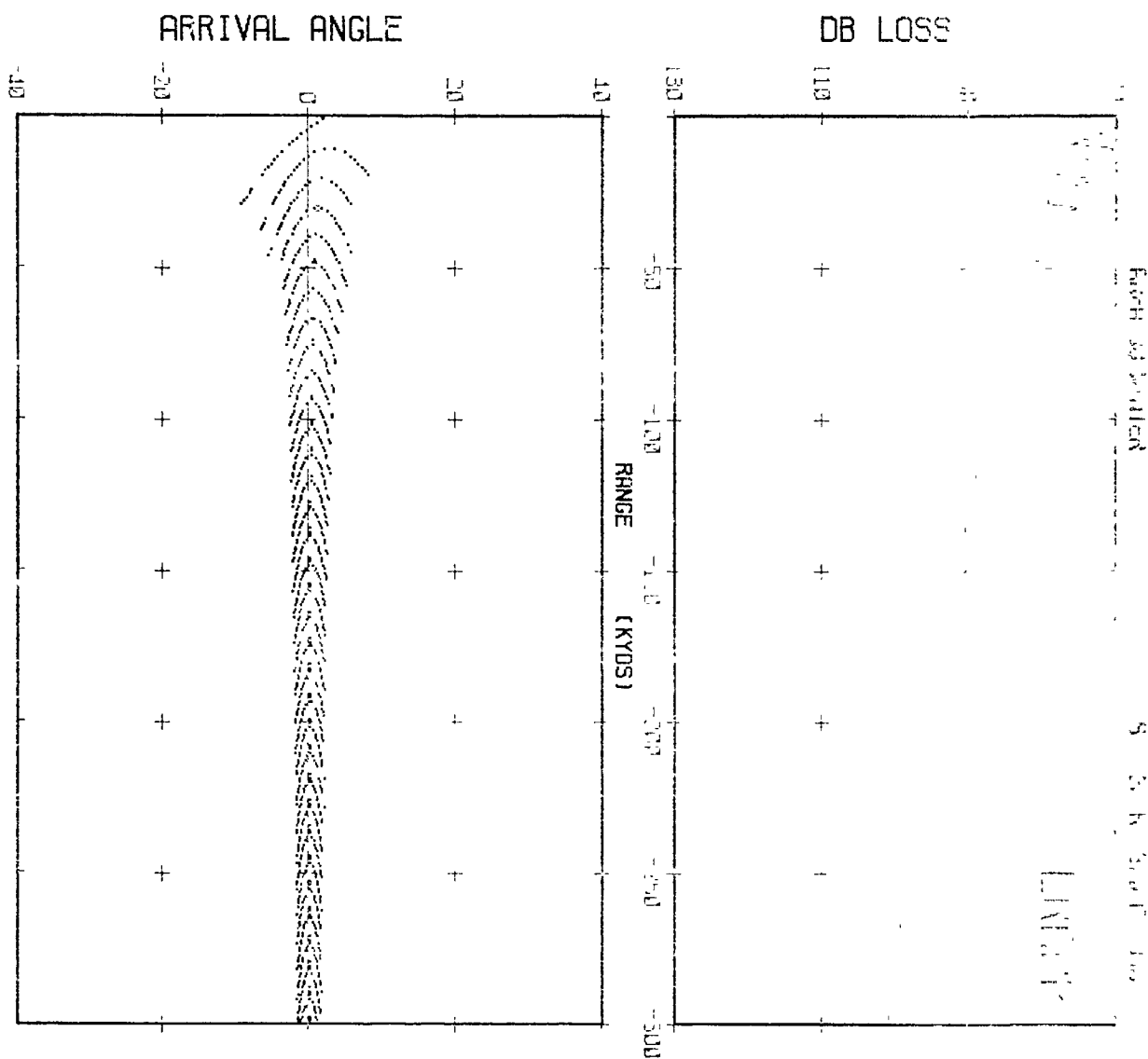


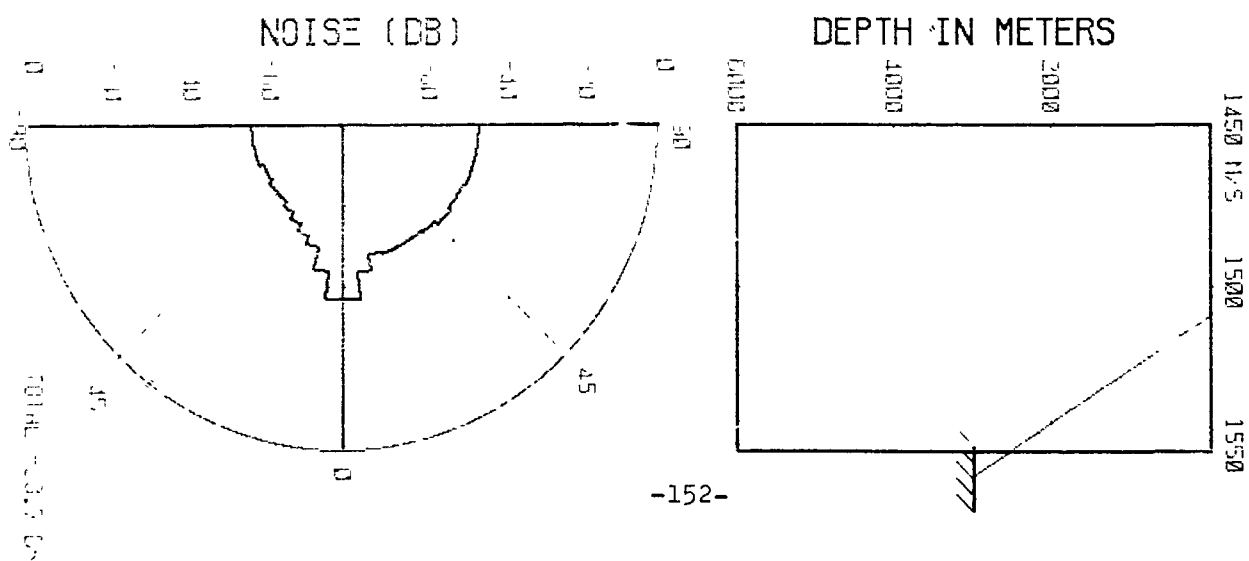
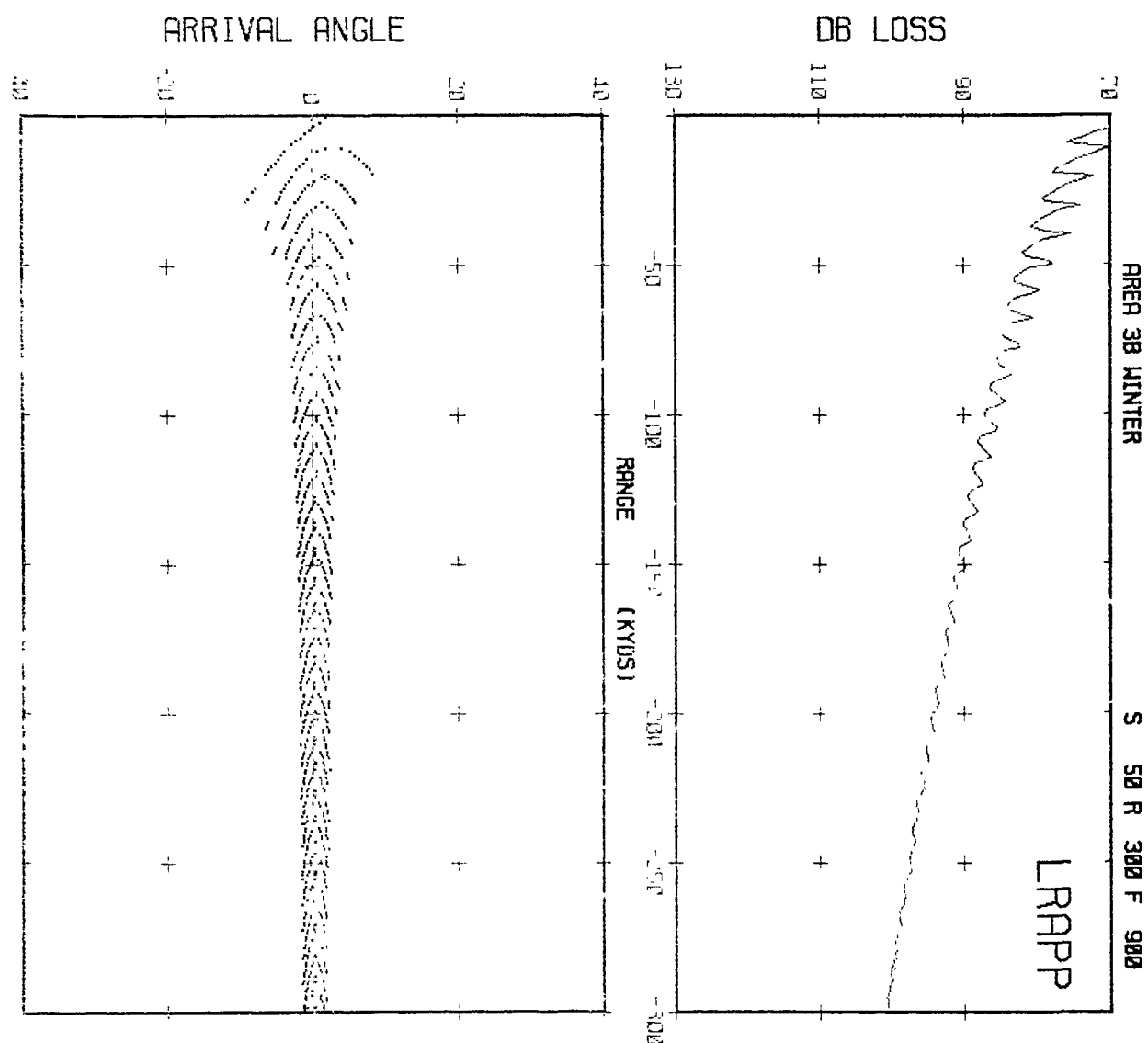
DEPTH IN FEET



NOISE (DB)





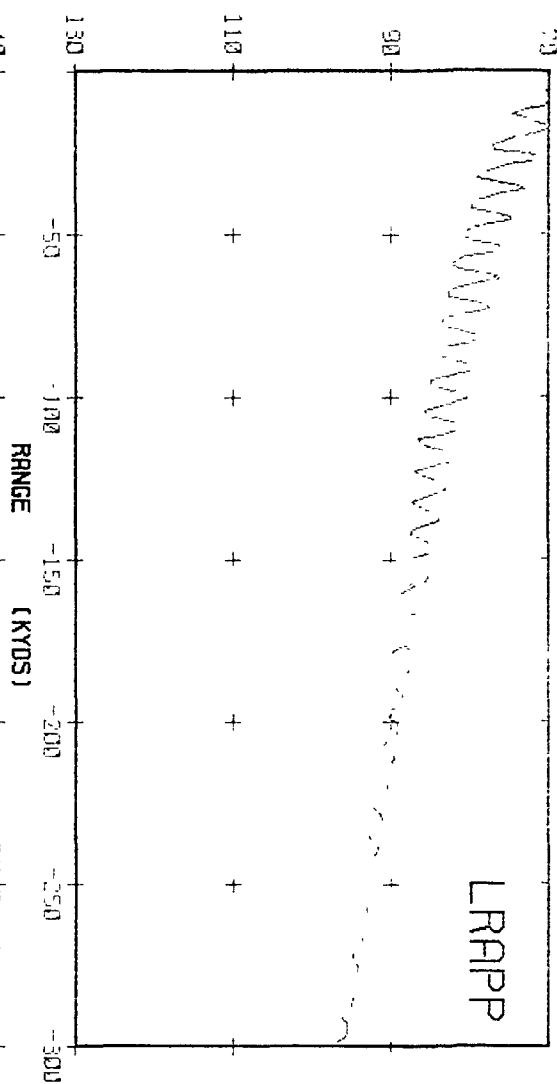


AREA 3B WINTER

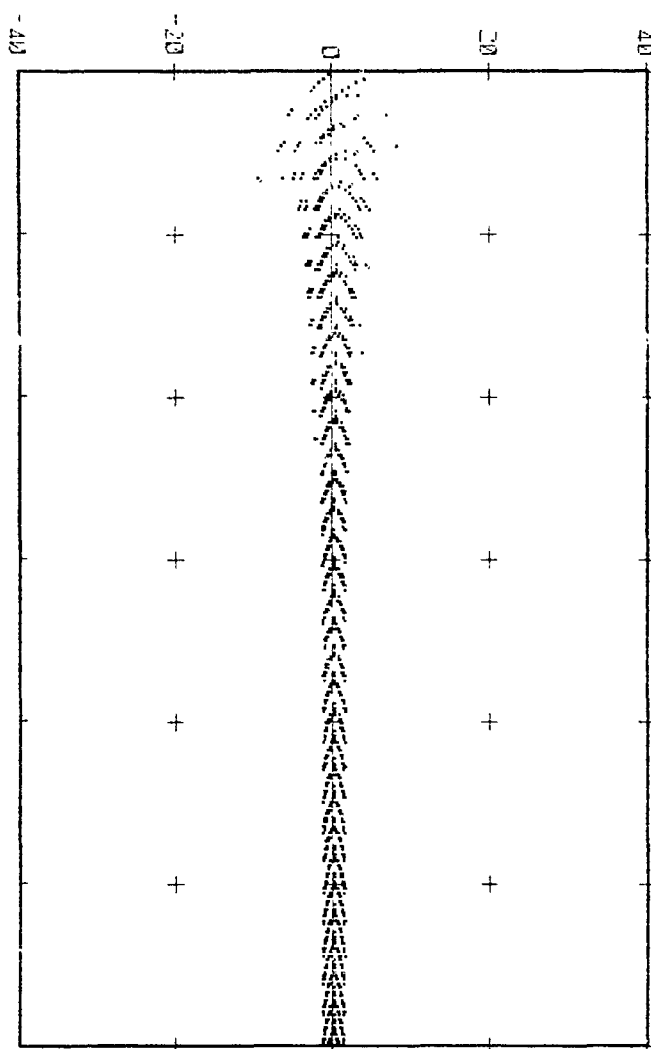
S 300 R 300 F 900

1450 11 5 1500 1550

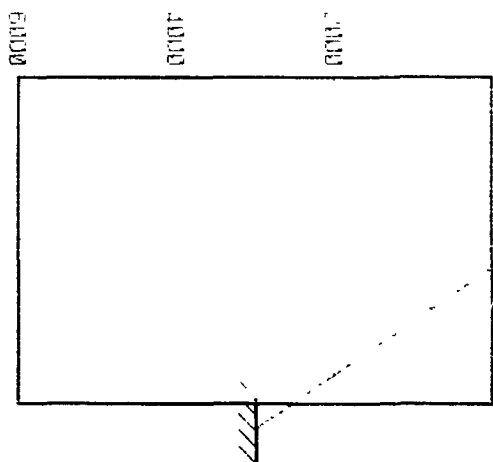
DB LOSS



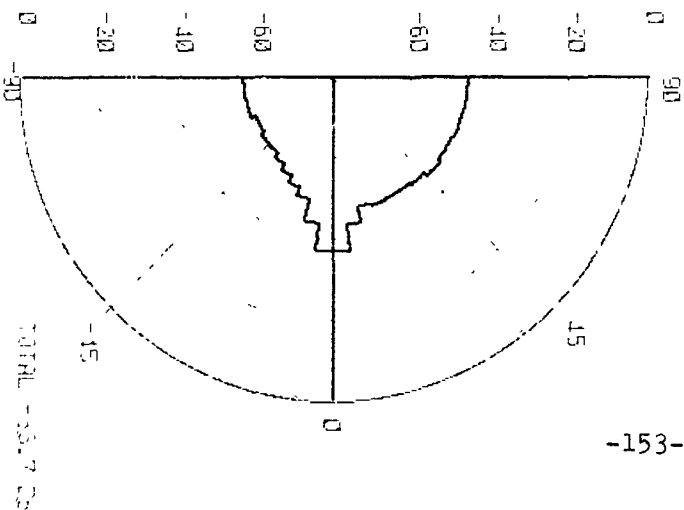
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

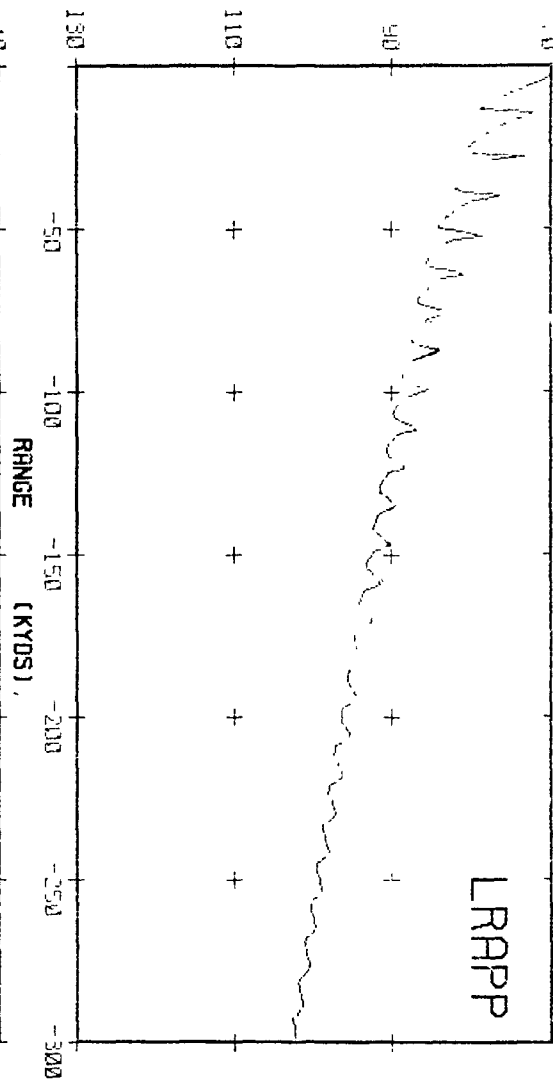


AREA 3B WINTER

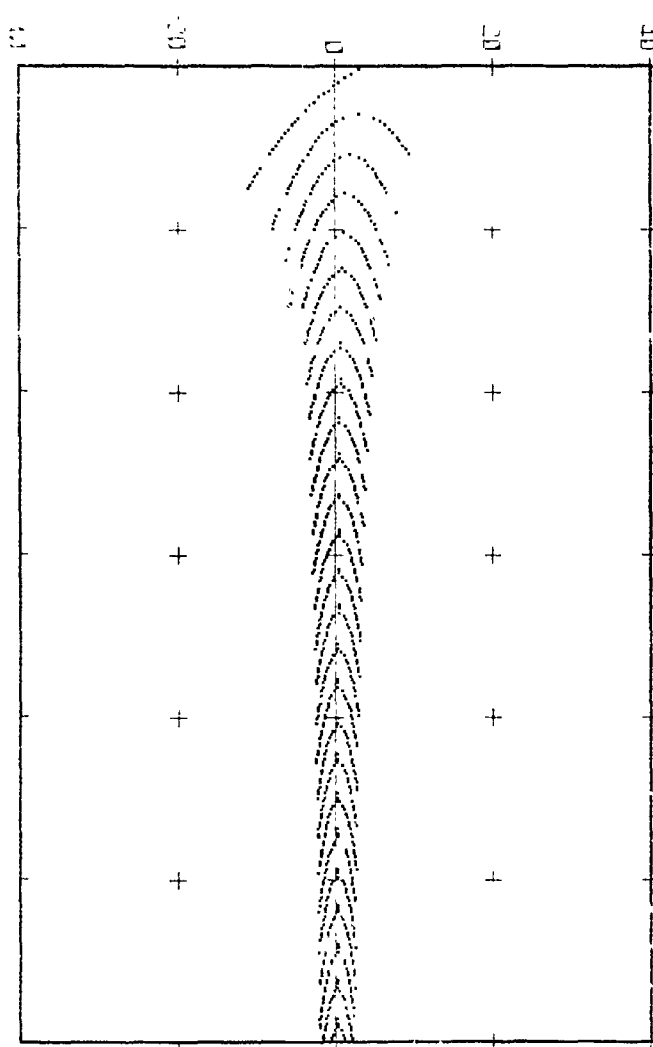
S 20 R 500 F 900

1450 M/S 1500 1550

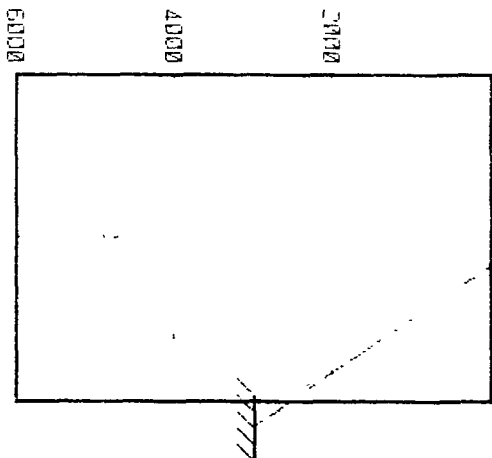
DB LOSS



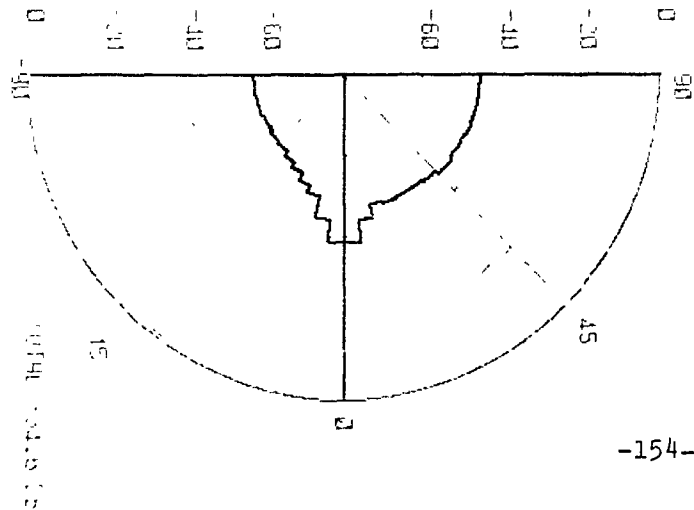
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

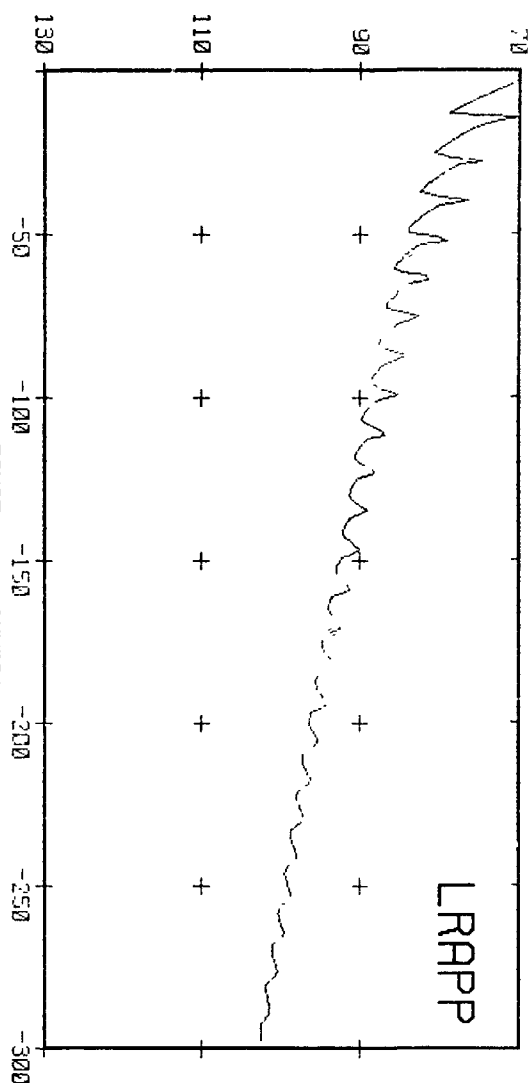


AREA 3B WINTER

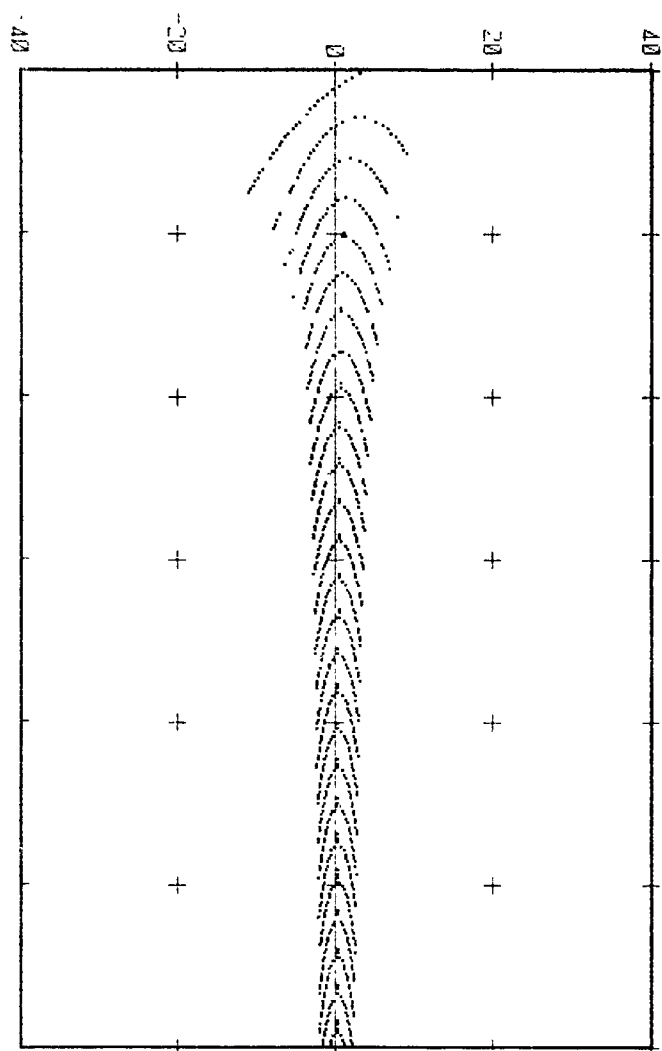
S 50 R 500 F 900

LRAPP

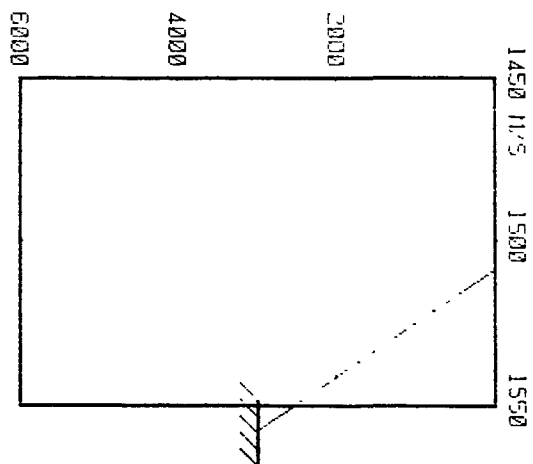
DB LOSS



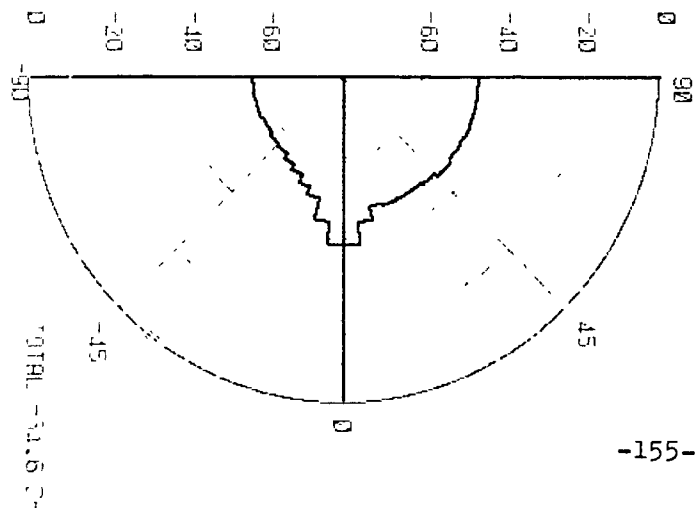
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



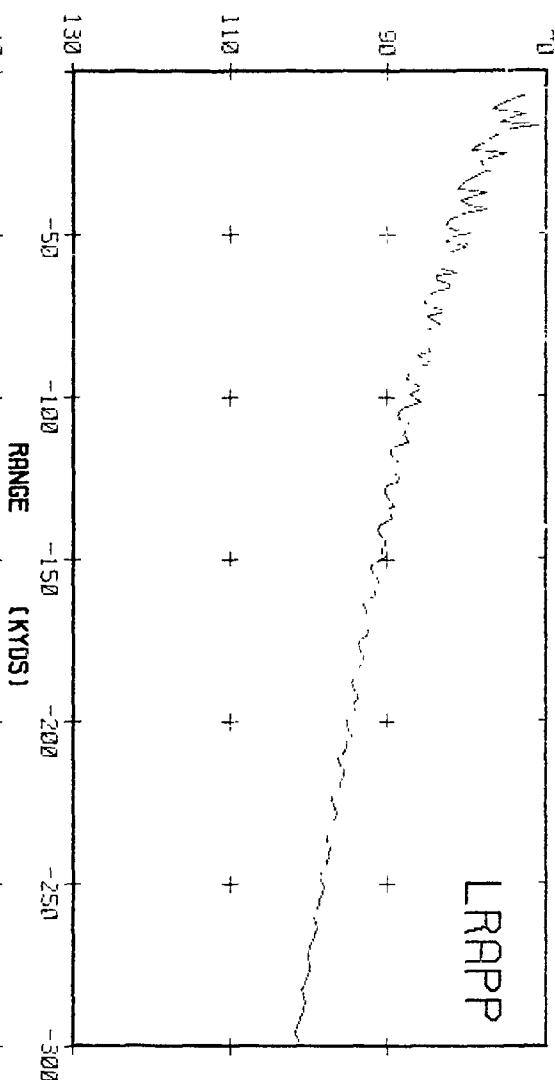


PREP 3B WINTER

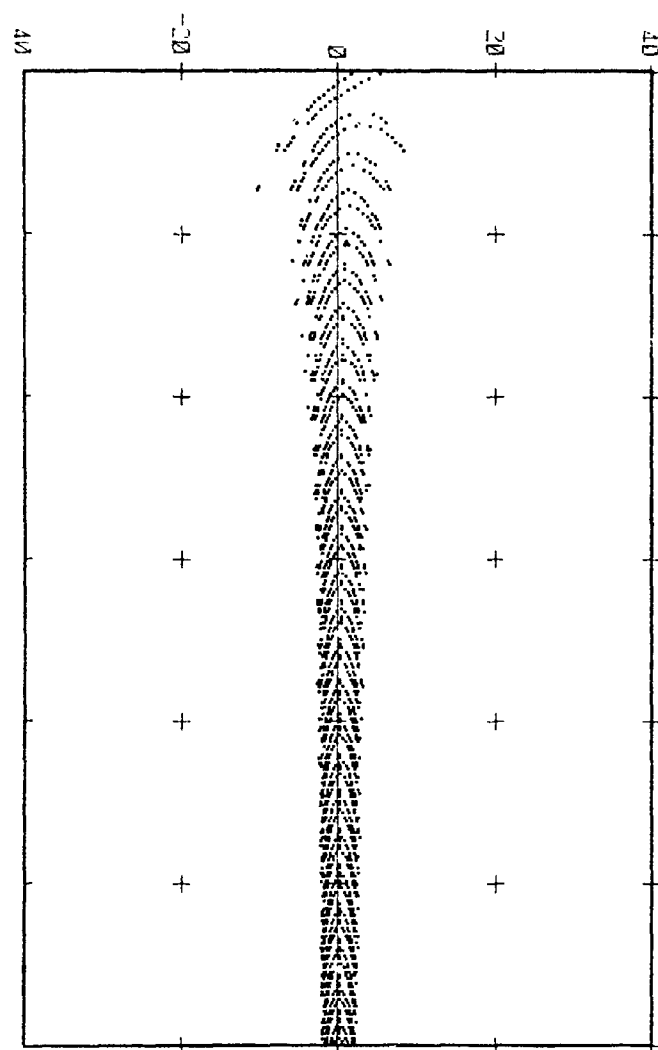
S 300 R 500 F 900

1450 H 1500 1550

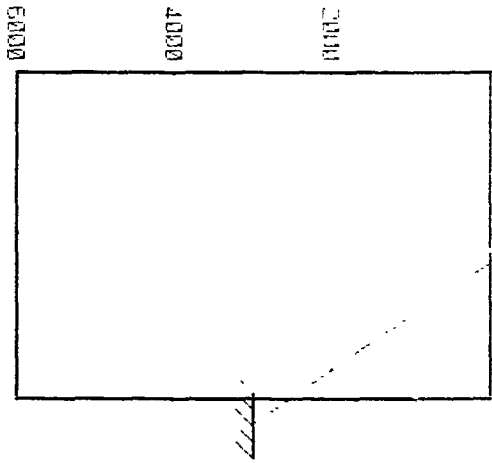
DB LOSS



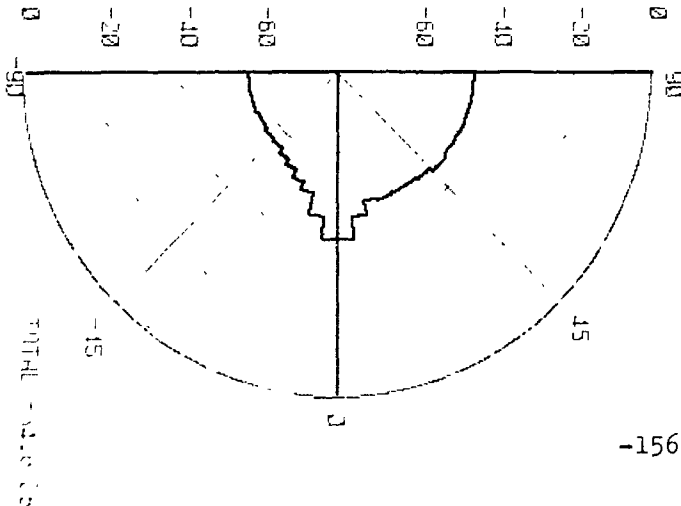
ARRIVAL ANGLE

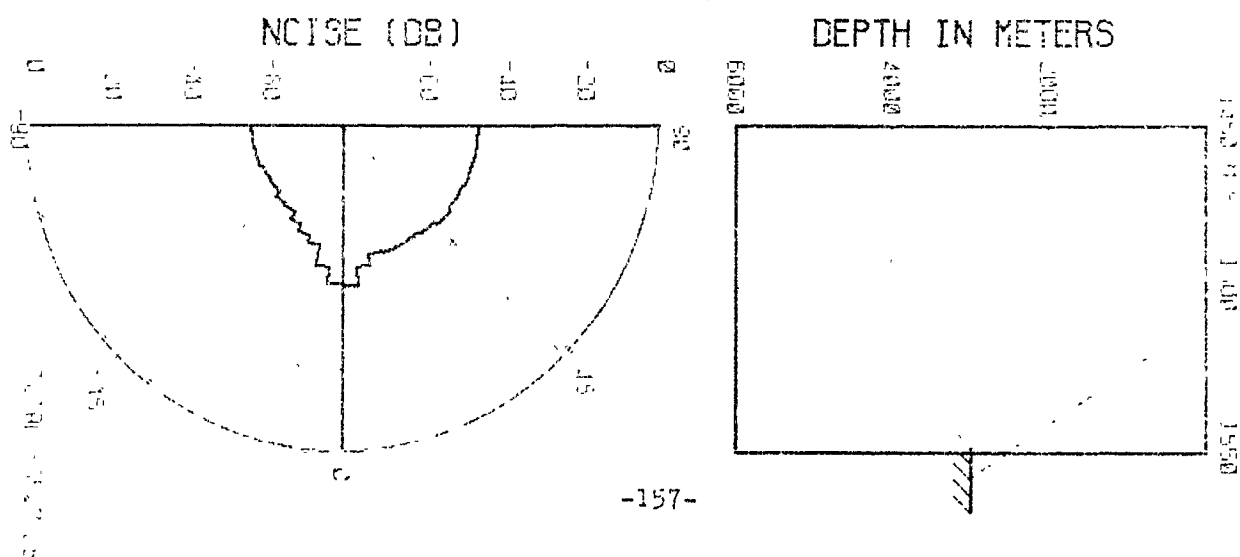
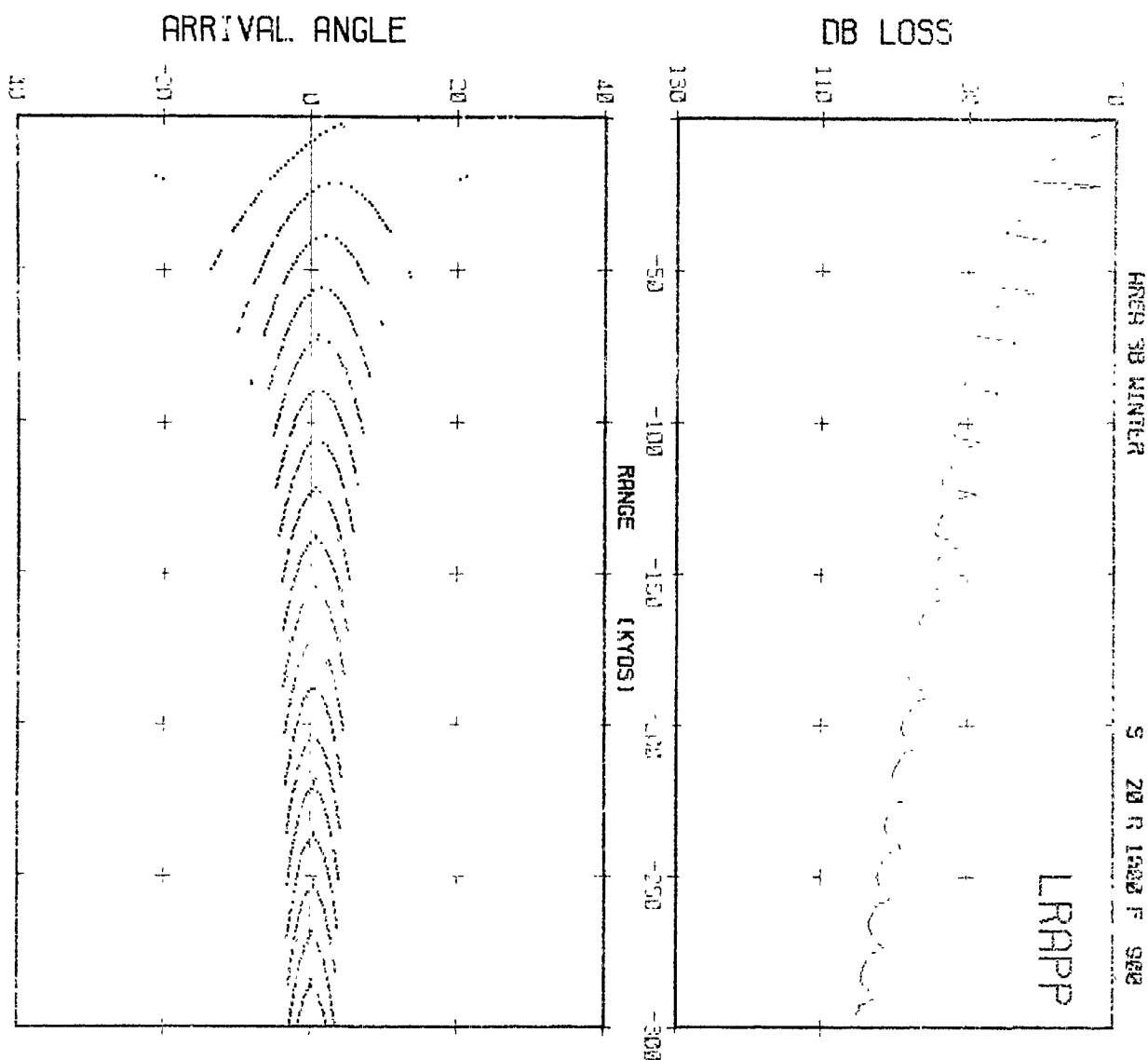


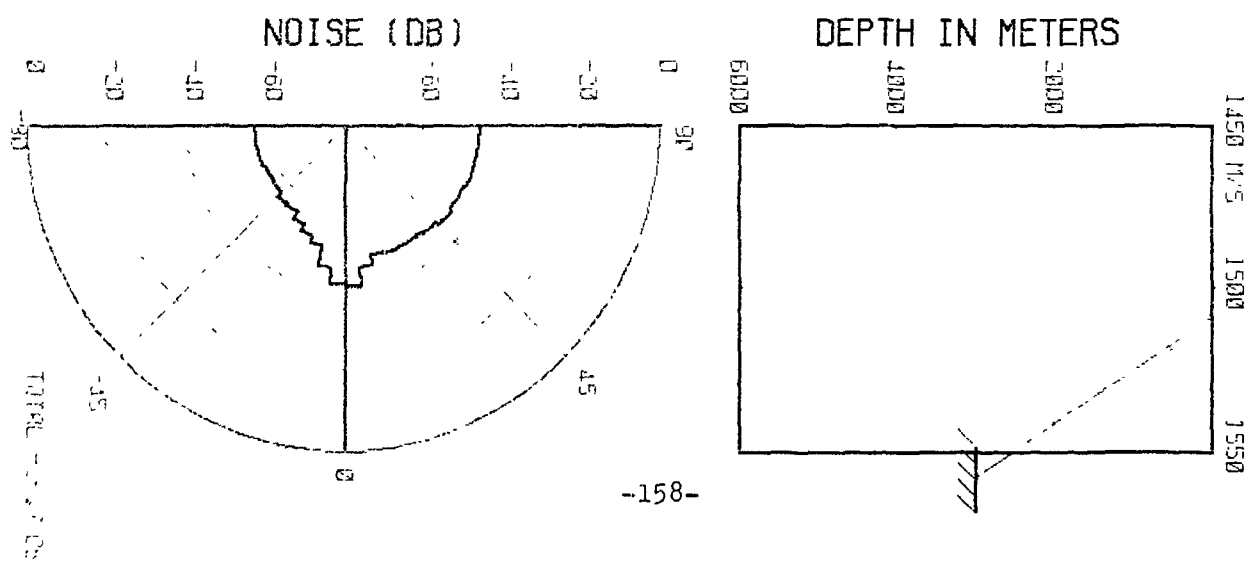
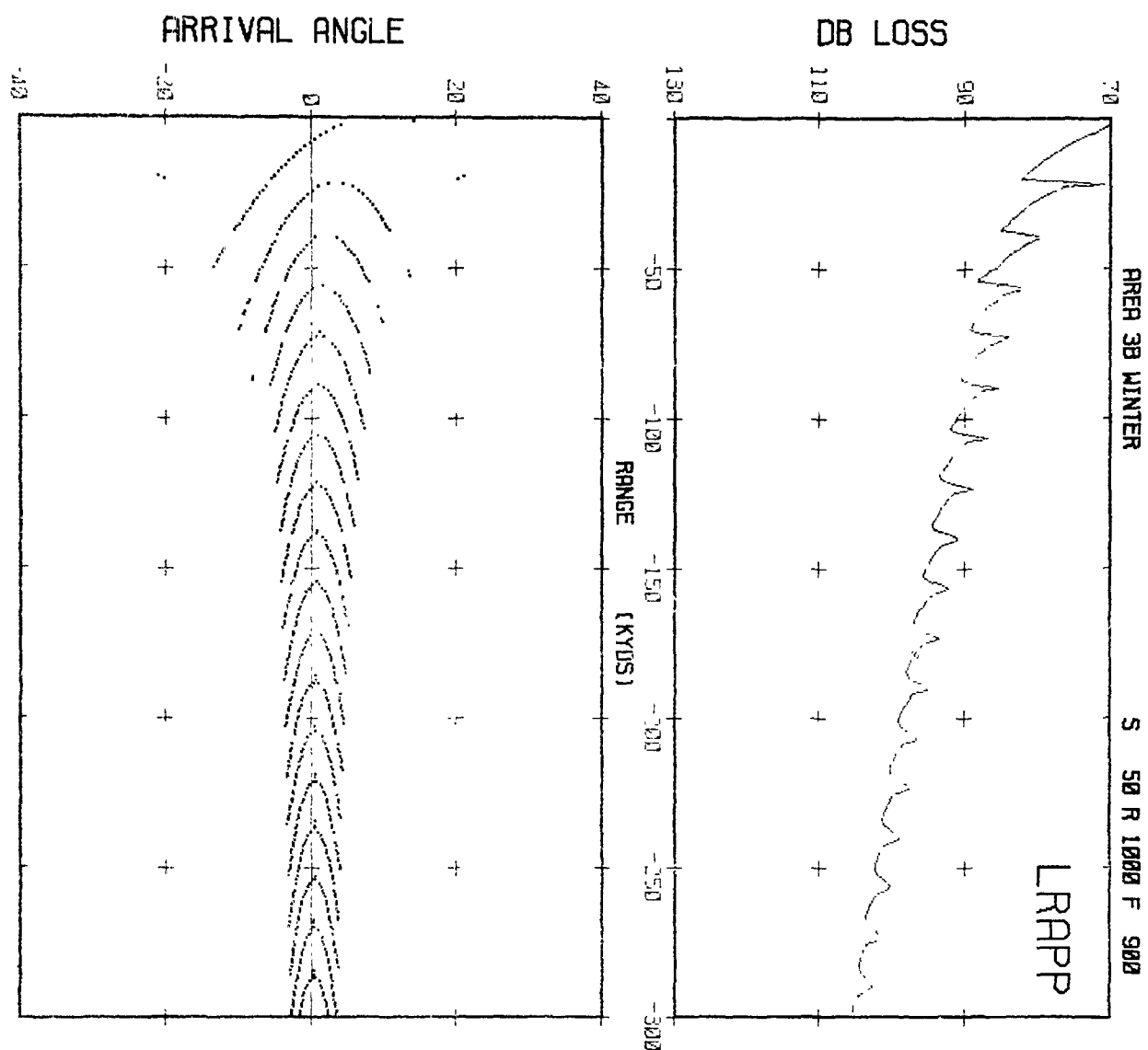
DEPTH IN METERS



NOISE (DB)





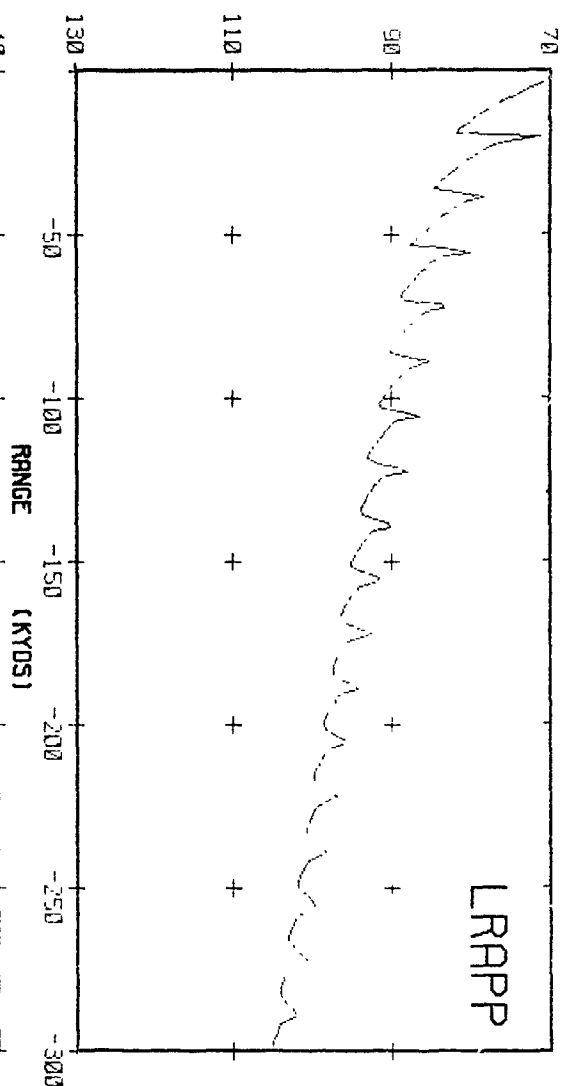


AREA 3B WINTER

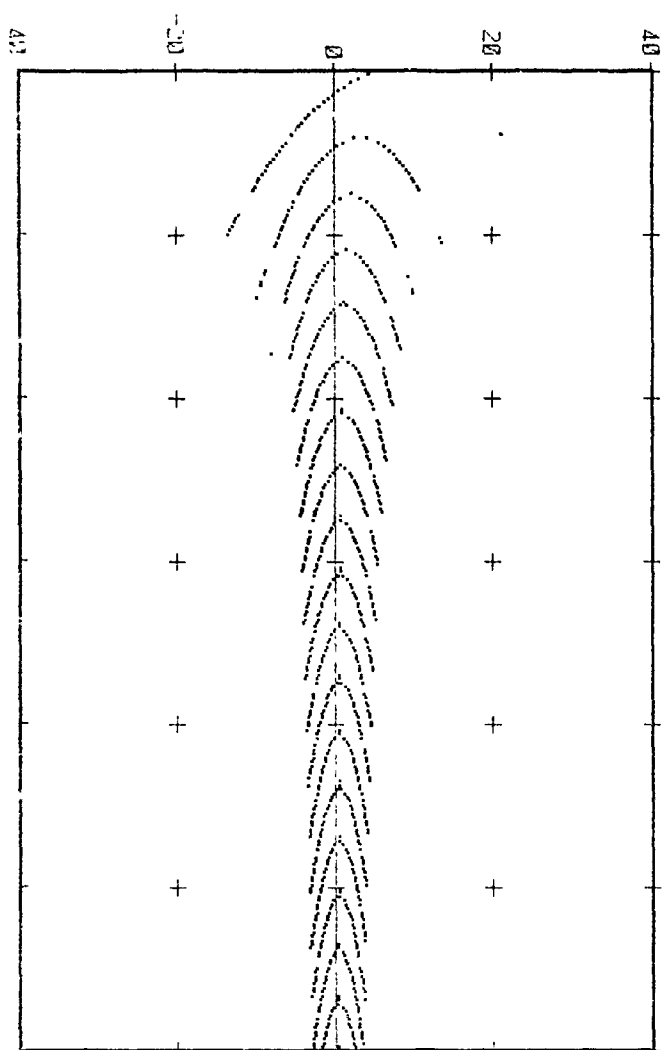
S 300 R 1000 F 900

LRAPP

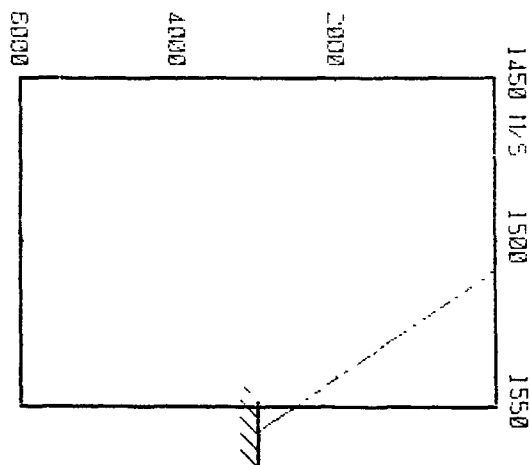
DB LOSS



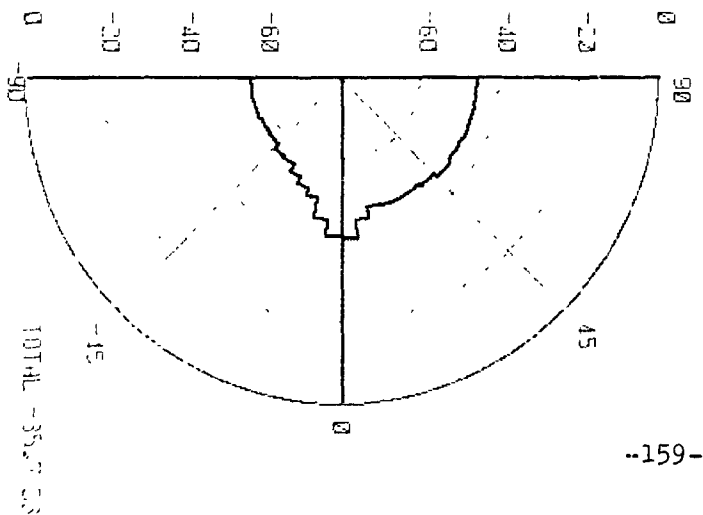
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



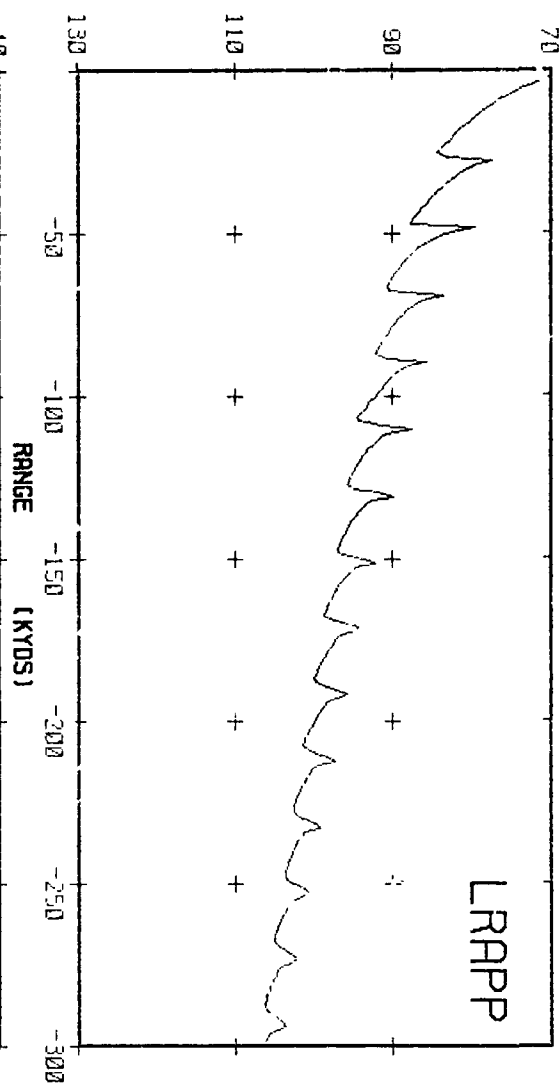
-159-

AREA 3B WINTER

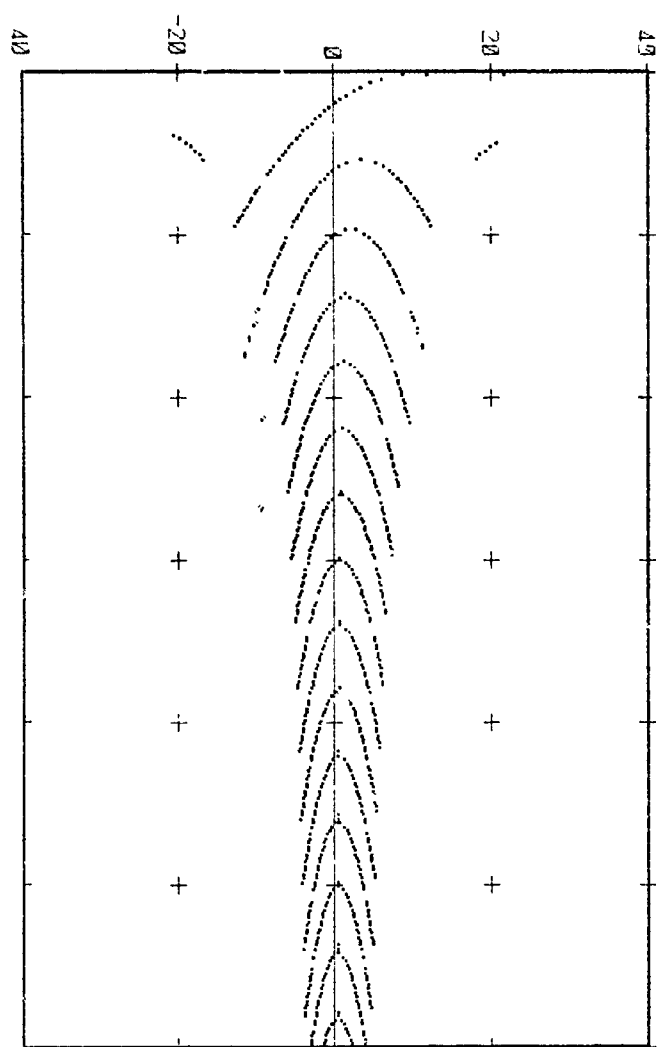
S 20 R 1500 F 900

LRAPP

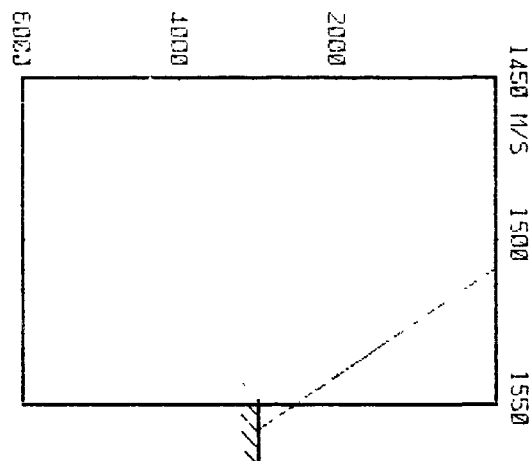
DB LOSS



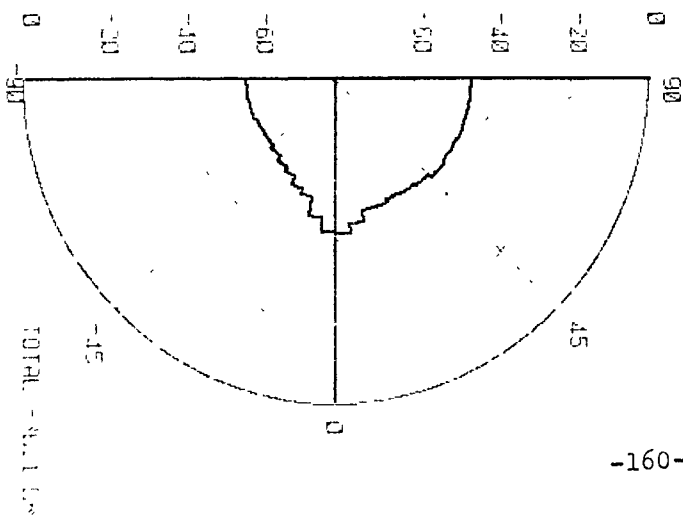
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

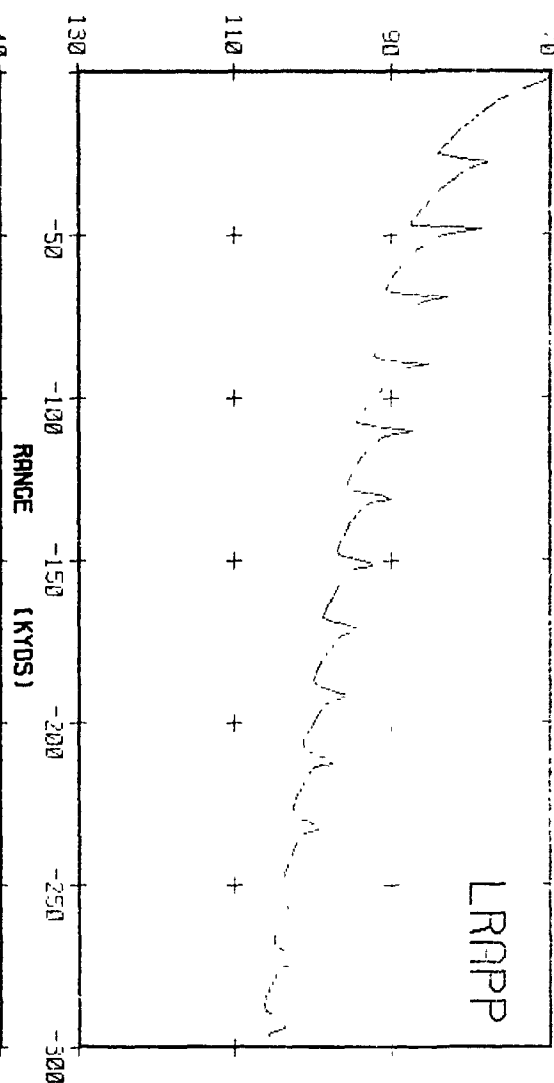


AREA 3B MINICR

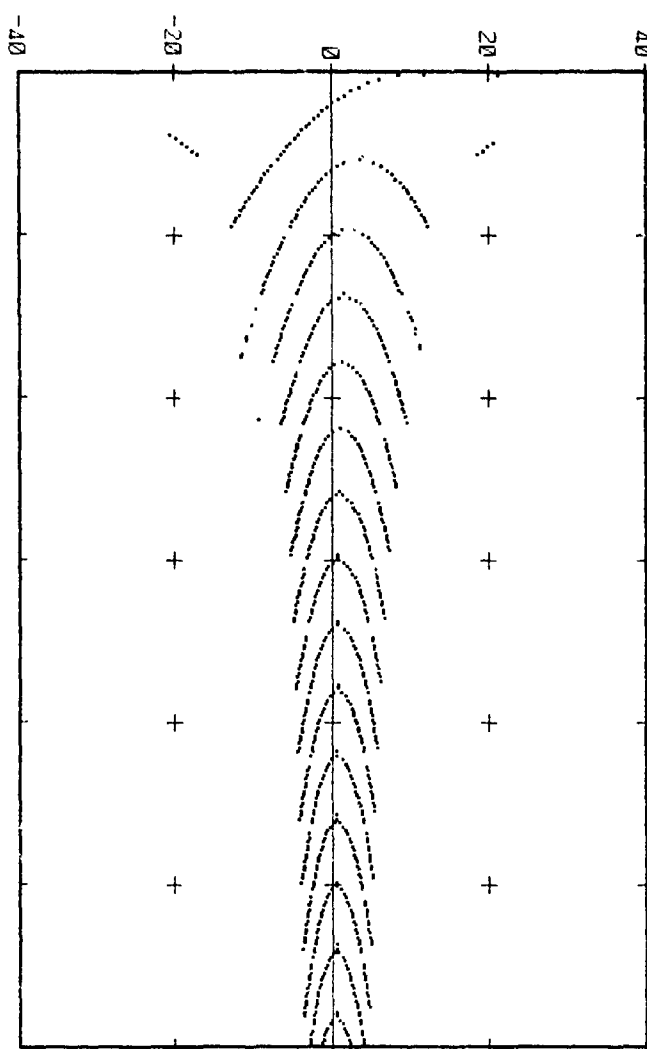
S 50 R 1500 F 900

1450 11 5 1500 1550

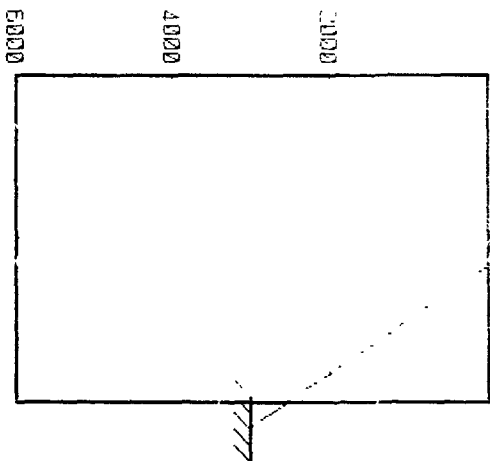
DB LOSS



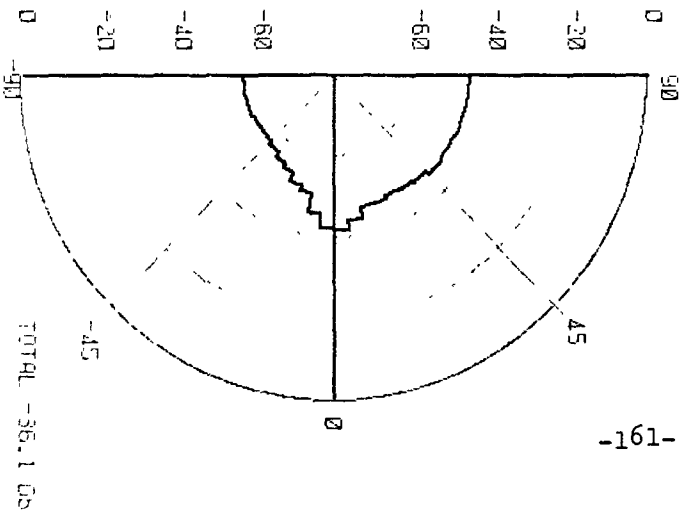
ARRIVAL ANGLE

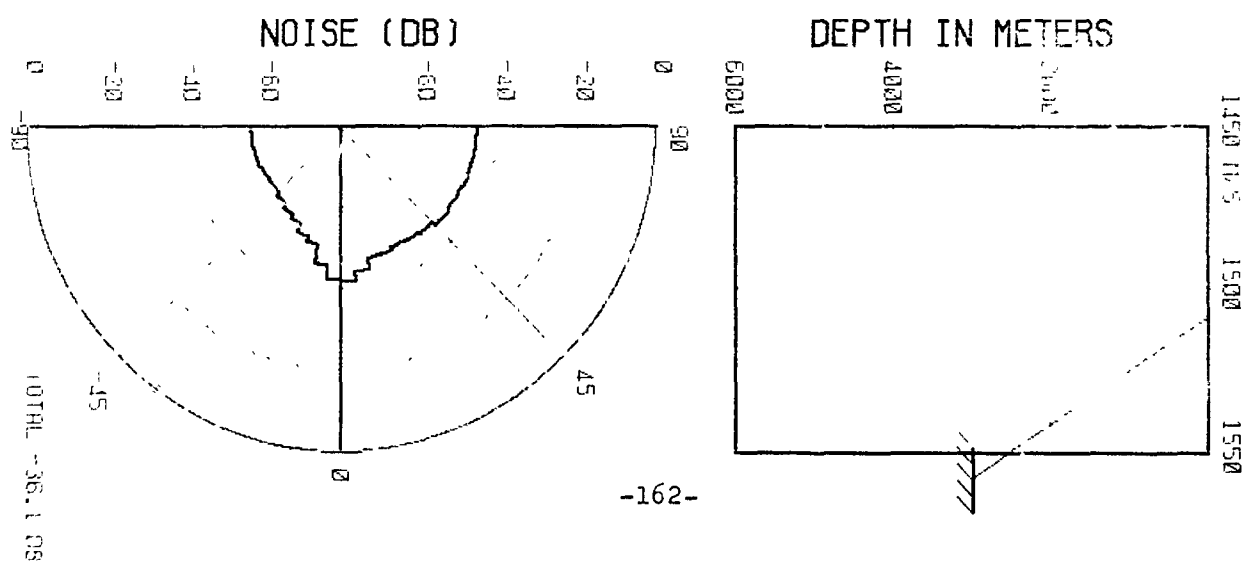
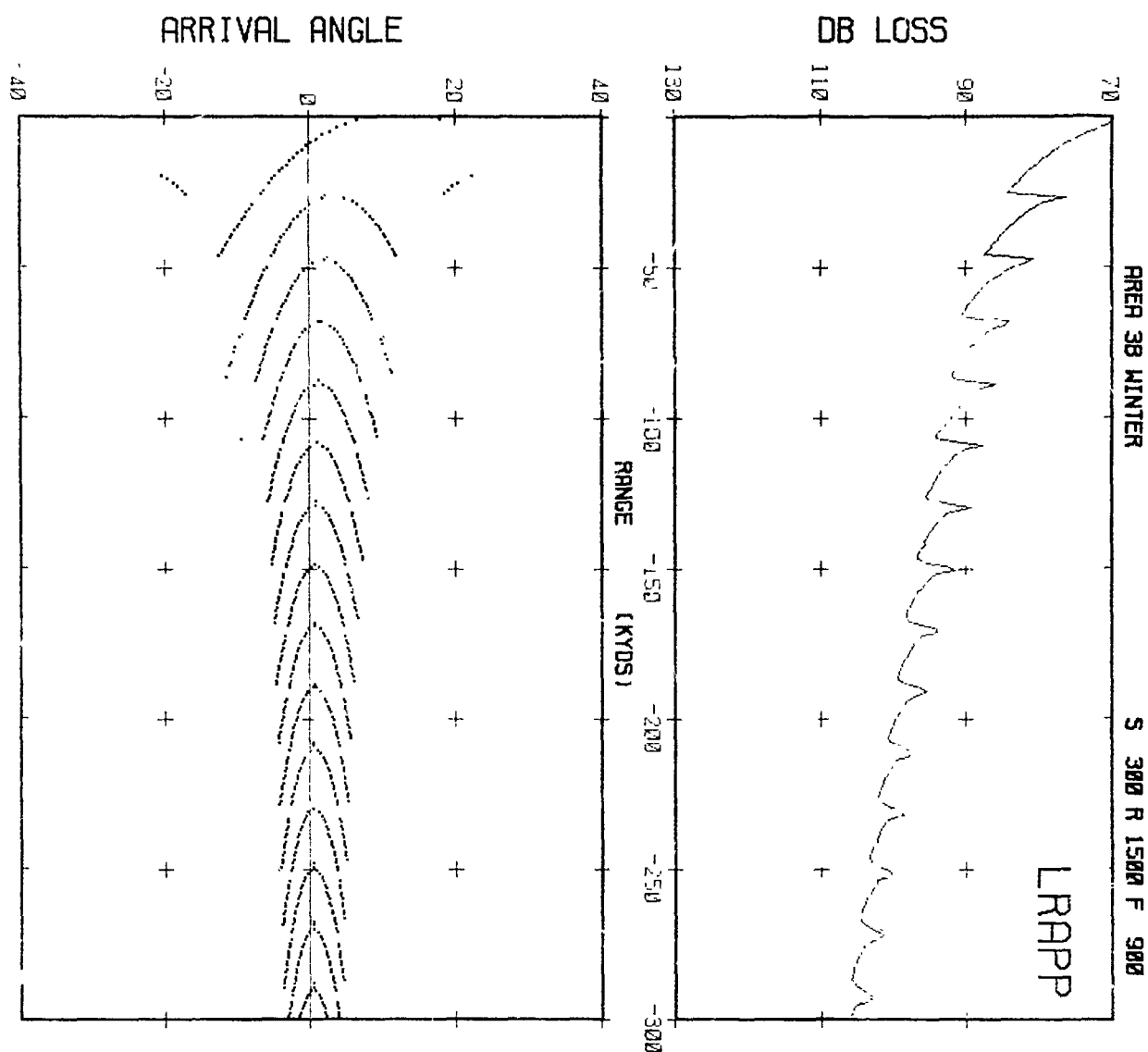


DEPTH IN METERS



NOISE (DB)



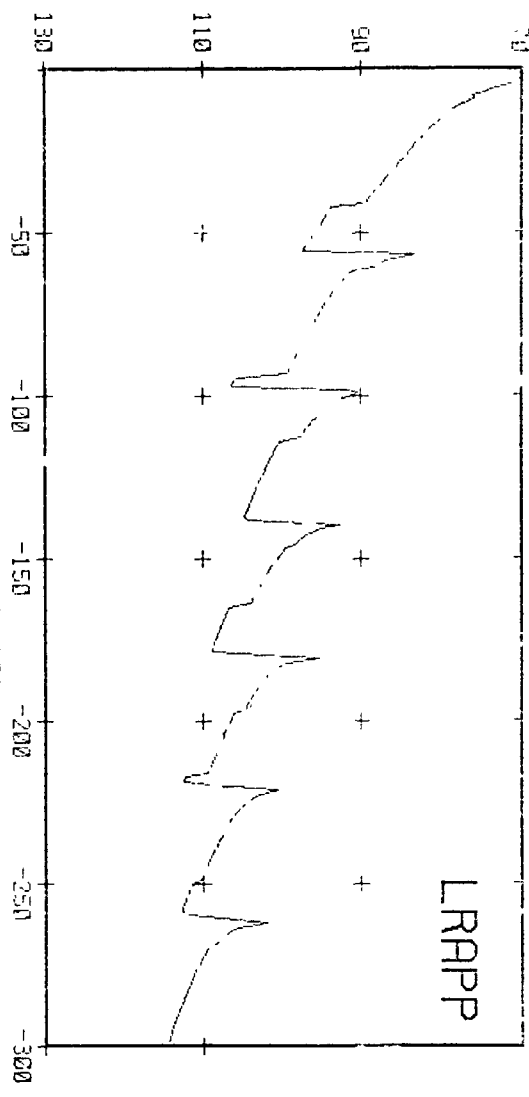


AREA 38 WINTER

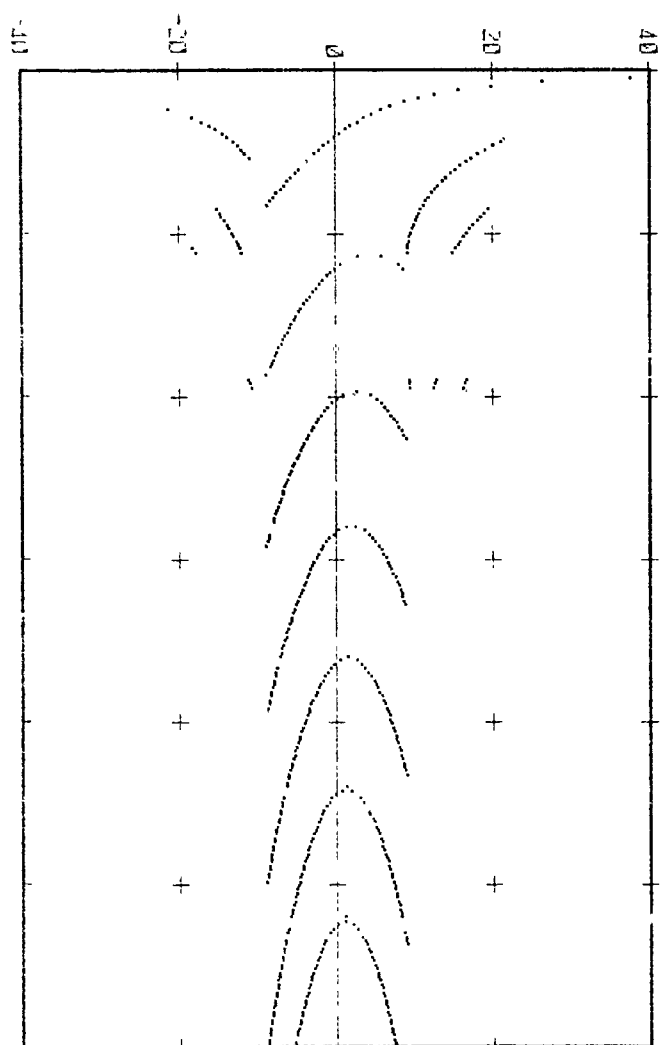
S 20 R 6000 F 900

1400 1500 1550

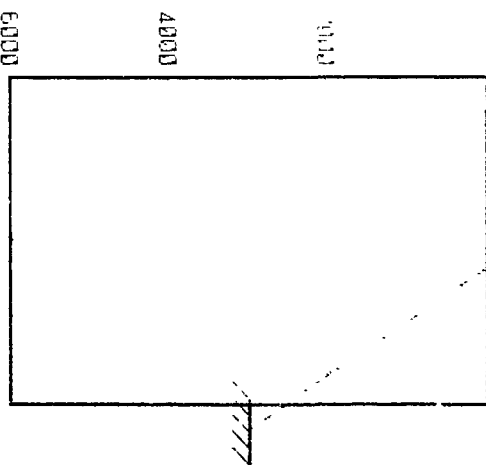
DB LOSS



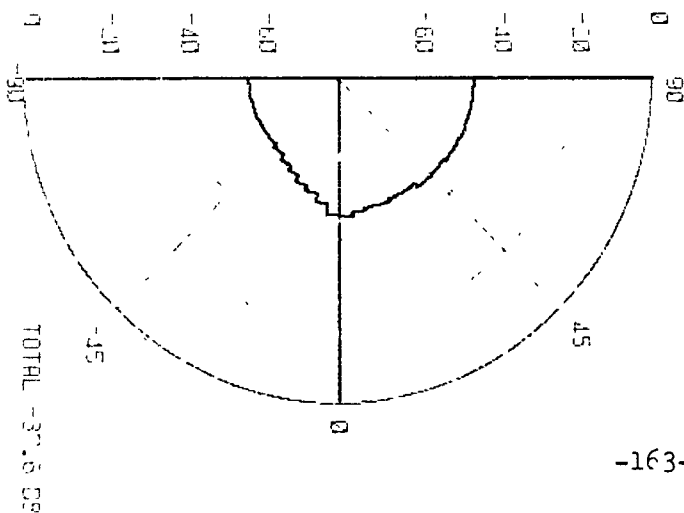
ARRIVAL ANGLE



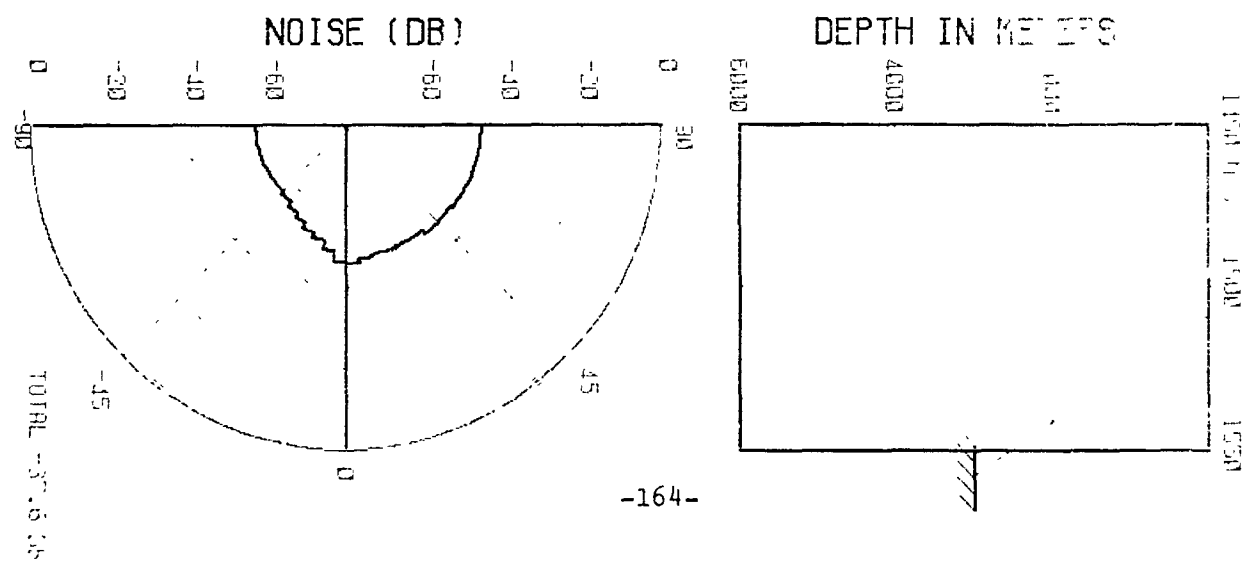
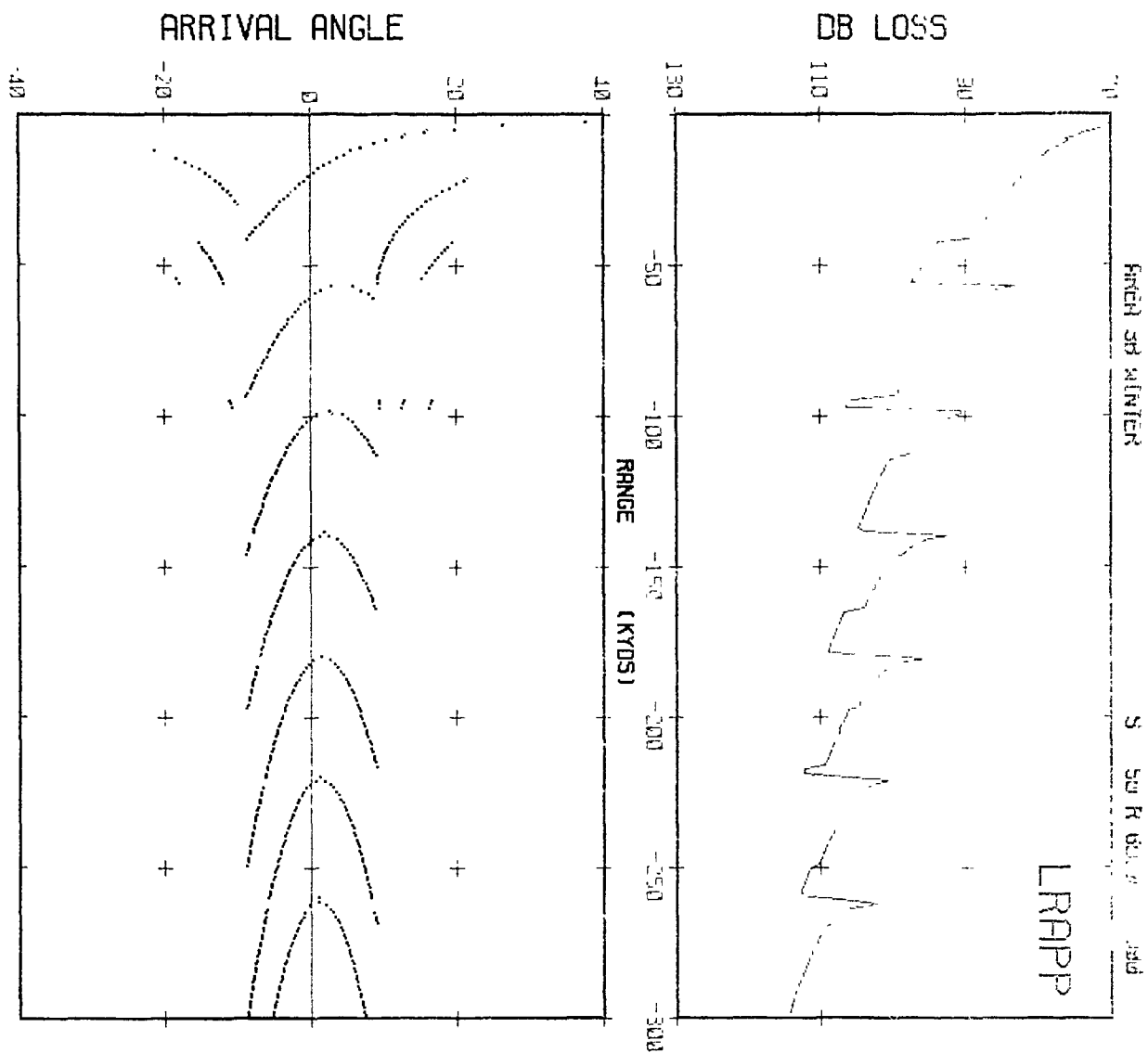
DEPTH IN METERS

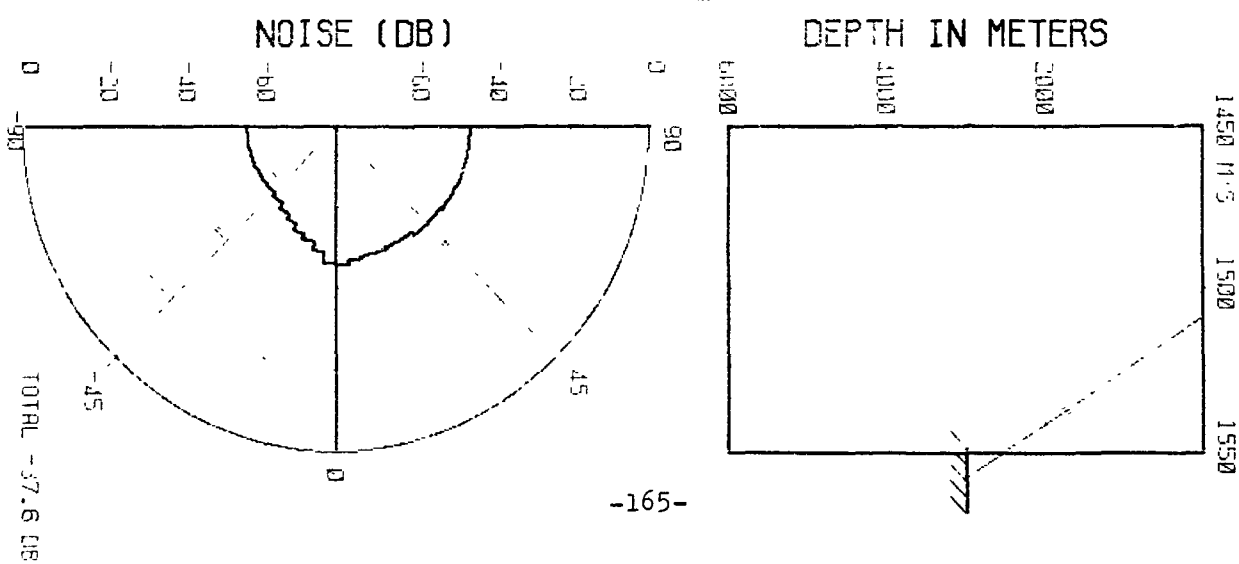
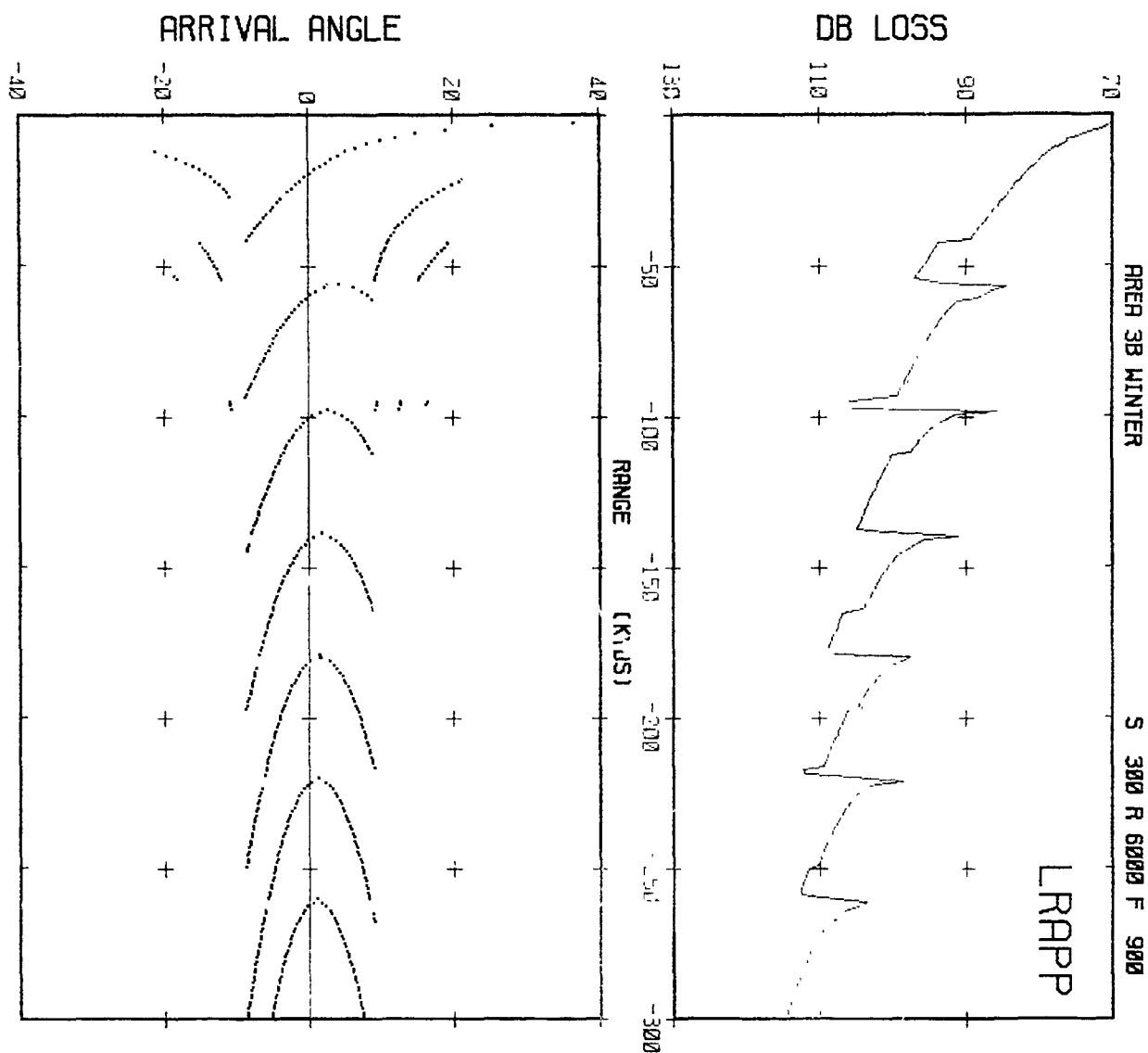


NOISE (DB)







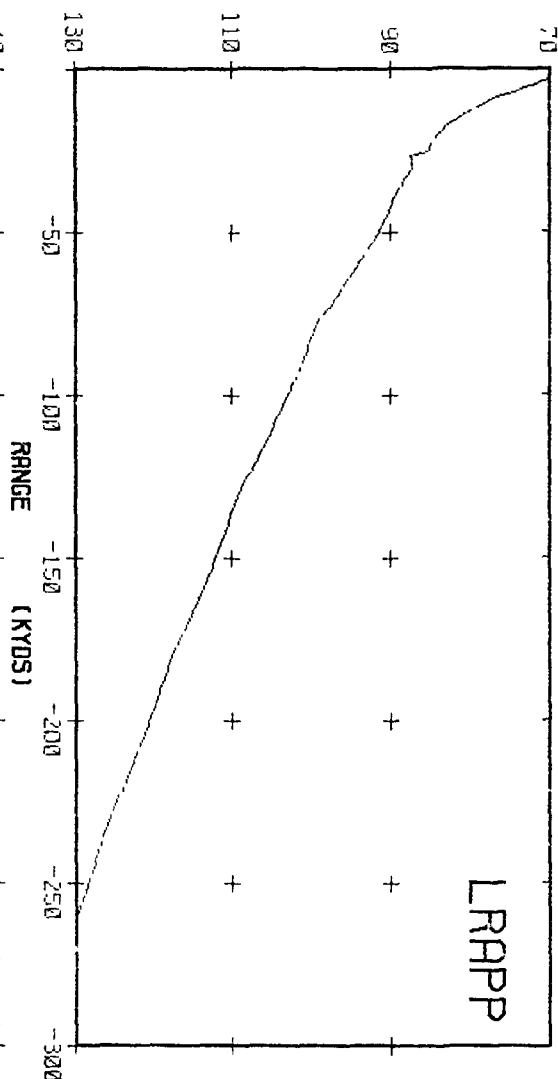


AREA 3B WINTER

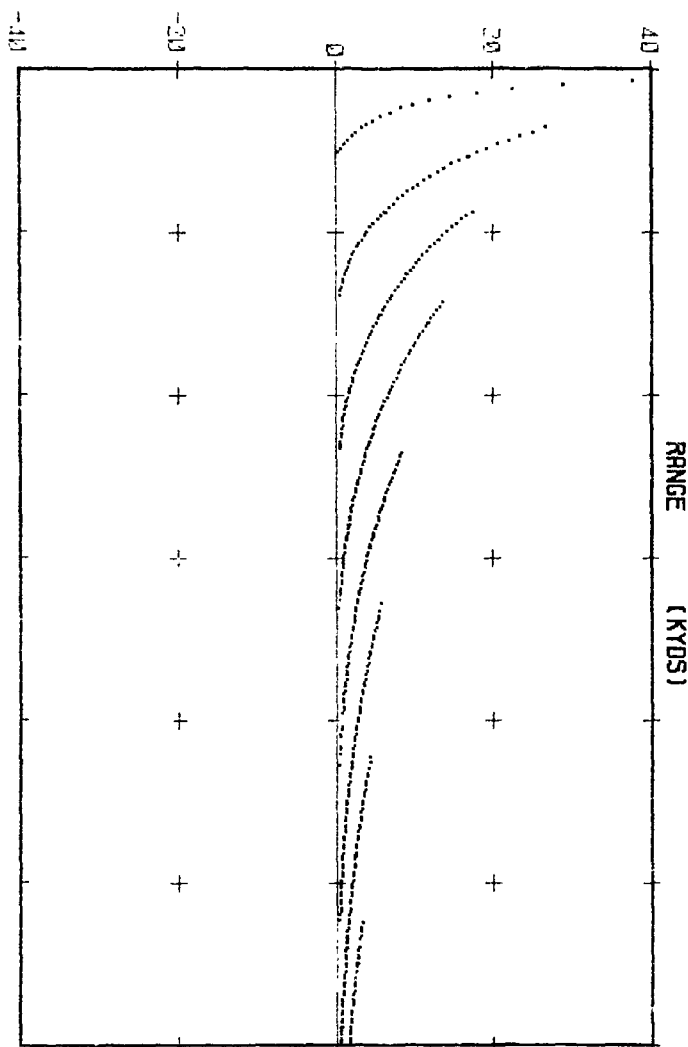
S 2B R 9842 F 900

LRAPP

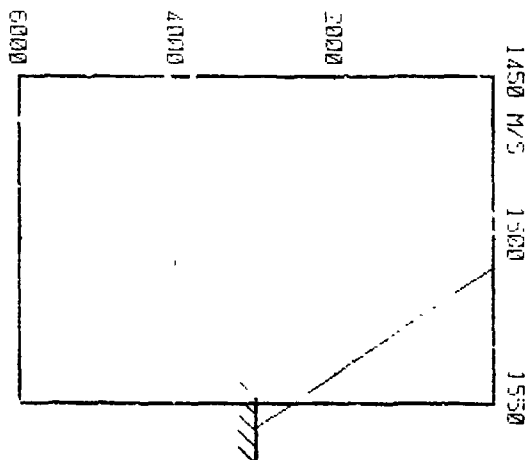
DB LOSS



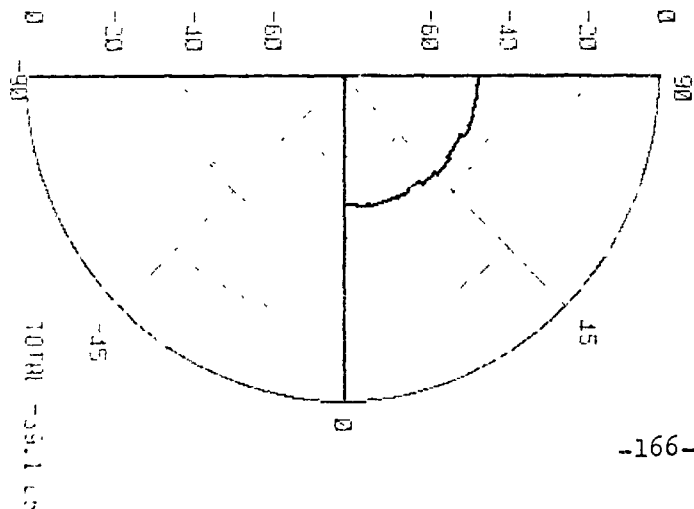
ARRIVAL ANGLE

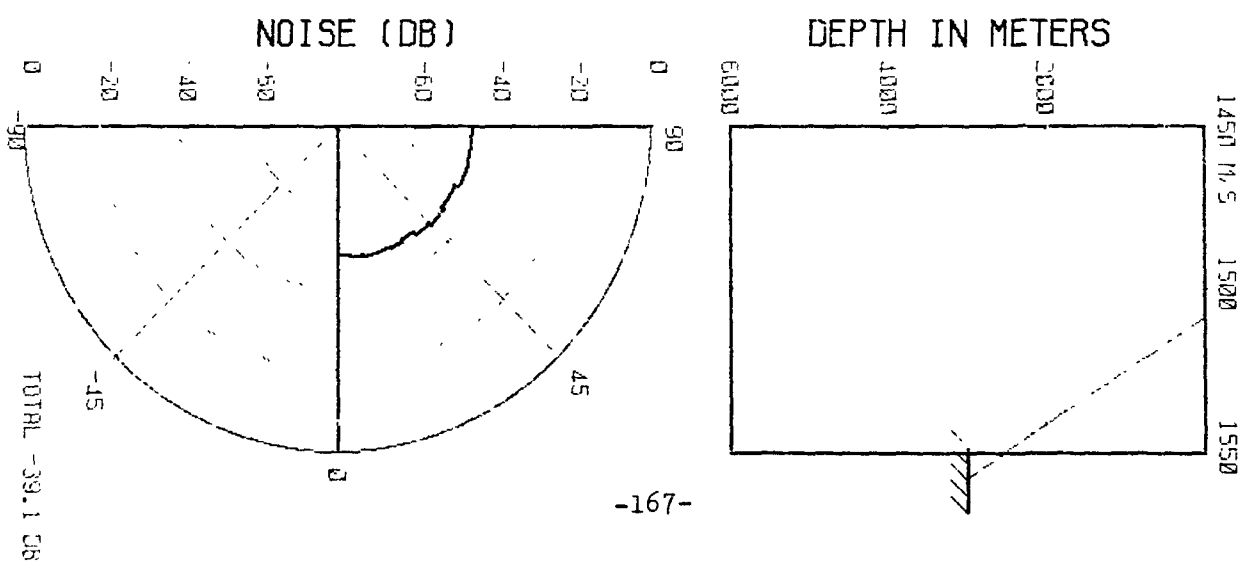
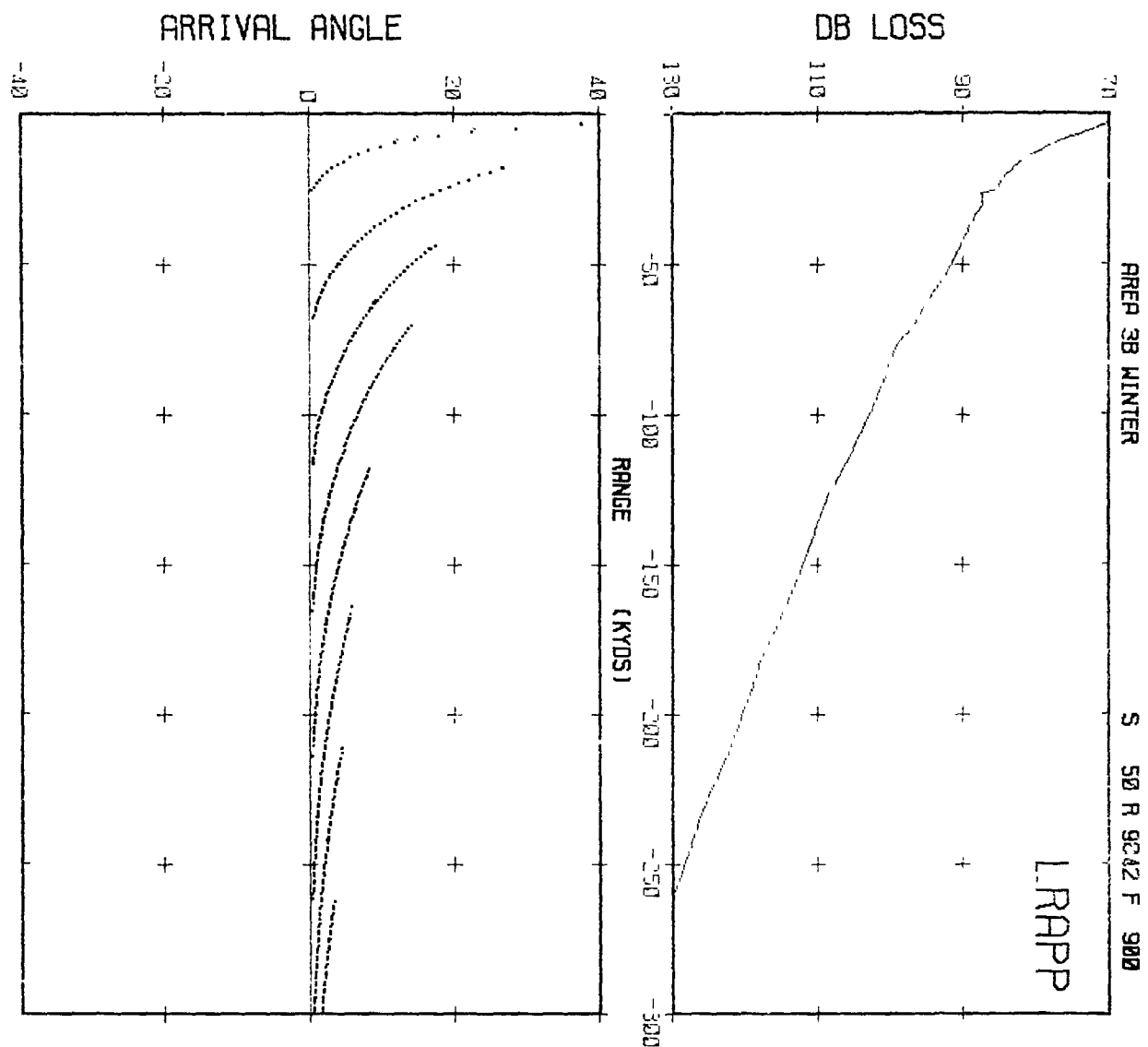


DEPTH IN METERS



NOISE (DB)



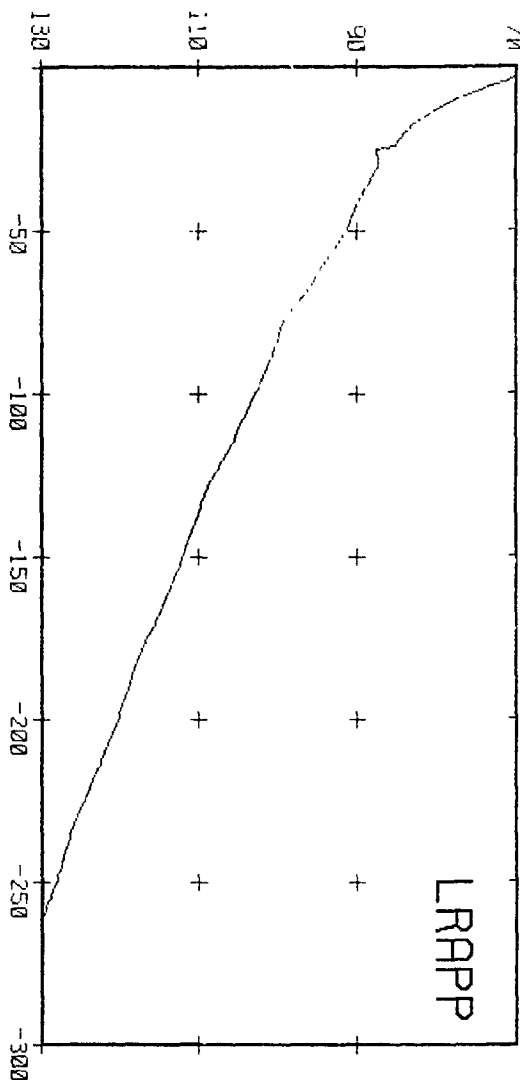


AREA 3B WINTER

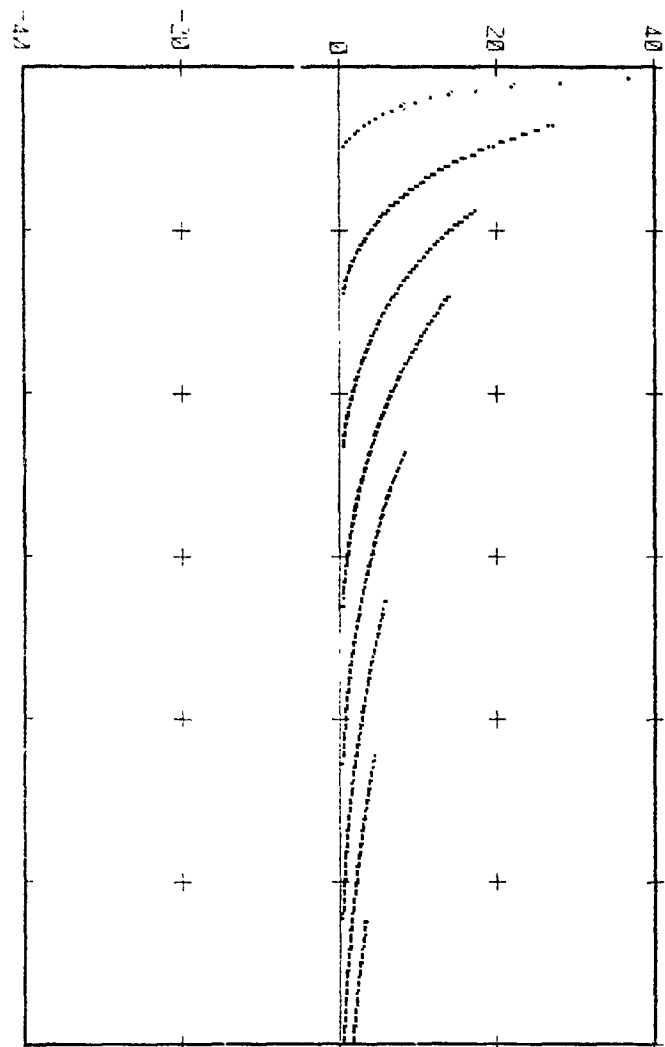
S 300 R 9842 F 900

LRAPP

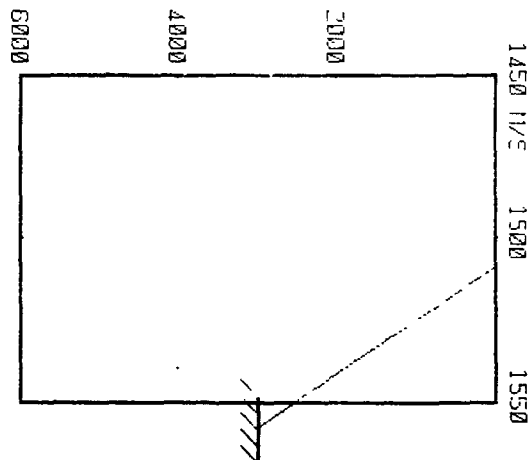
DB LOSS



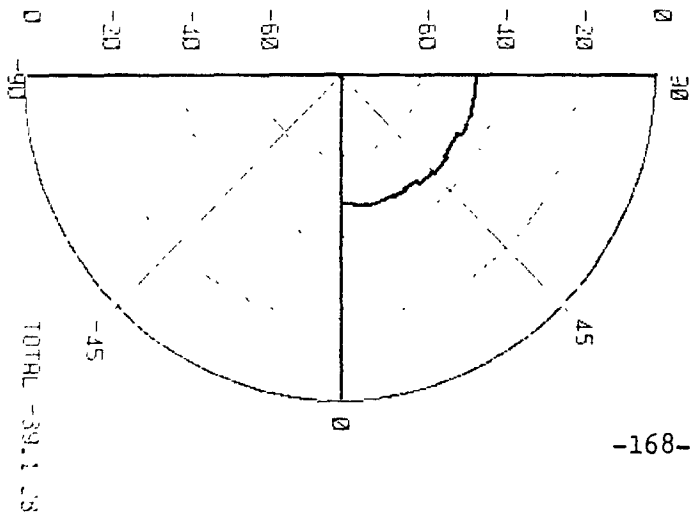
ARRIVAL ANGLE

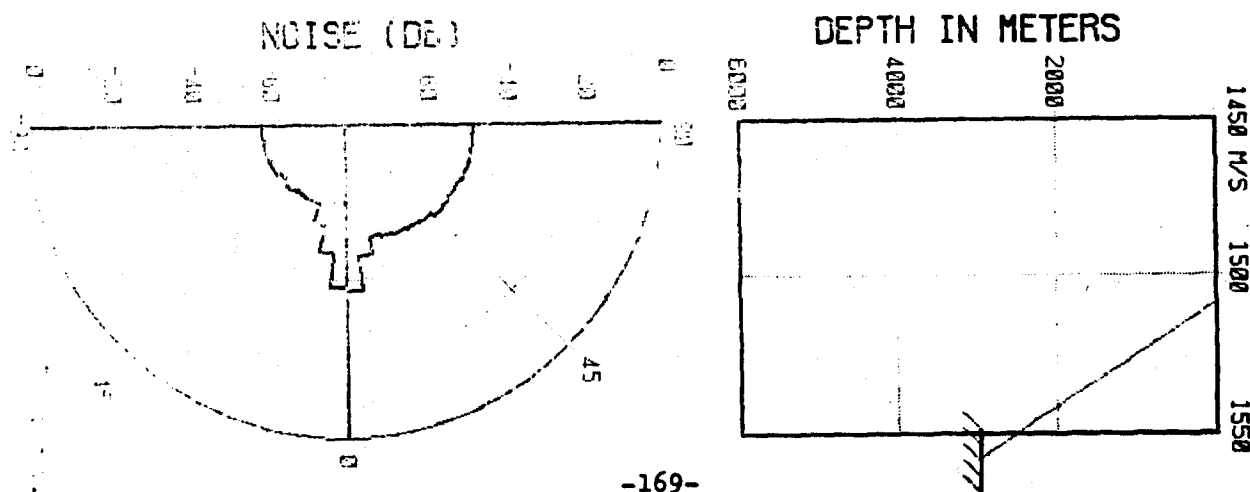
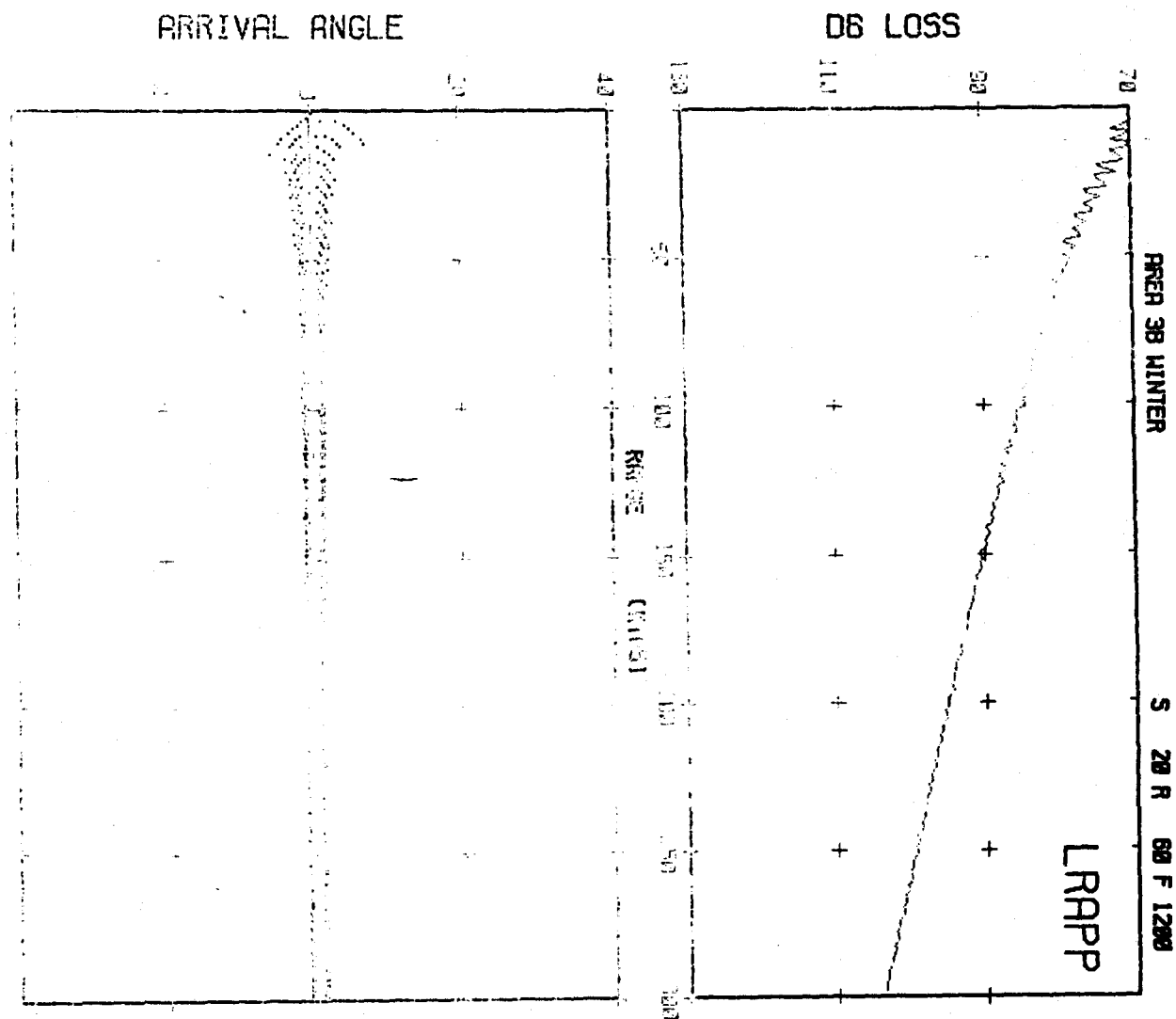


DEPTH IN METERS

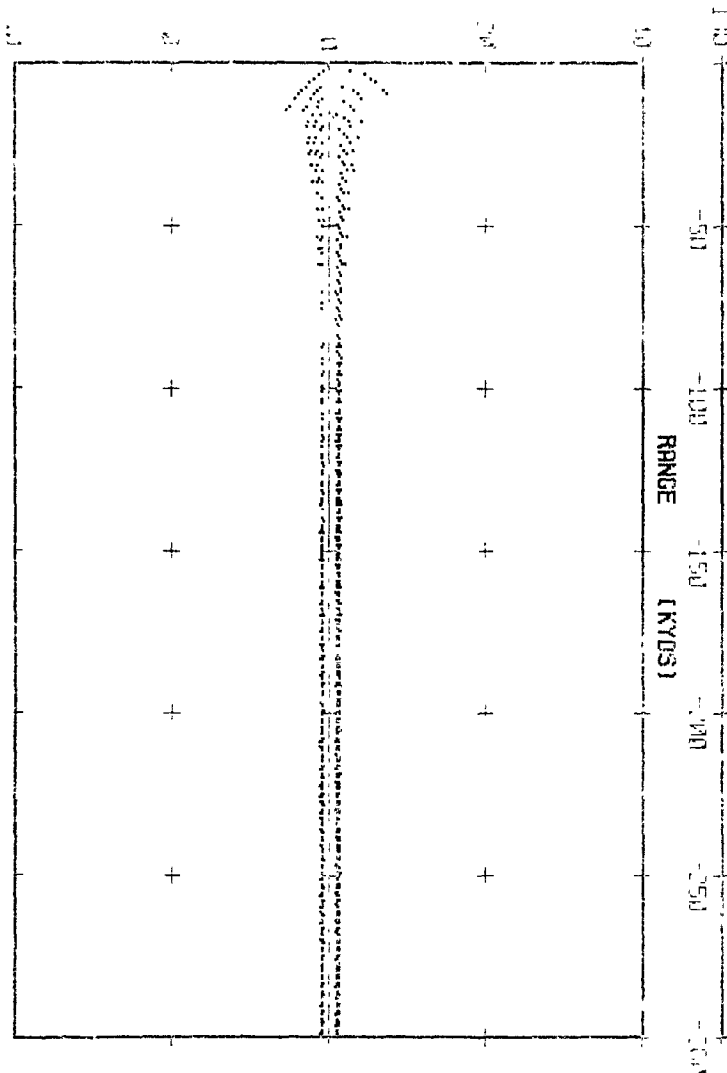


NOISE (DB)

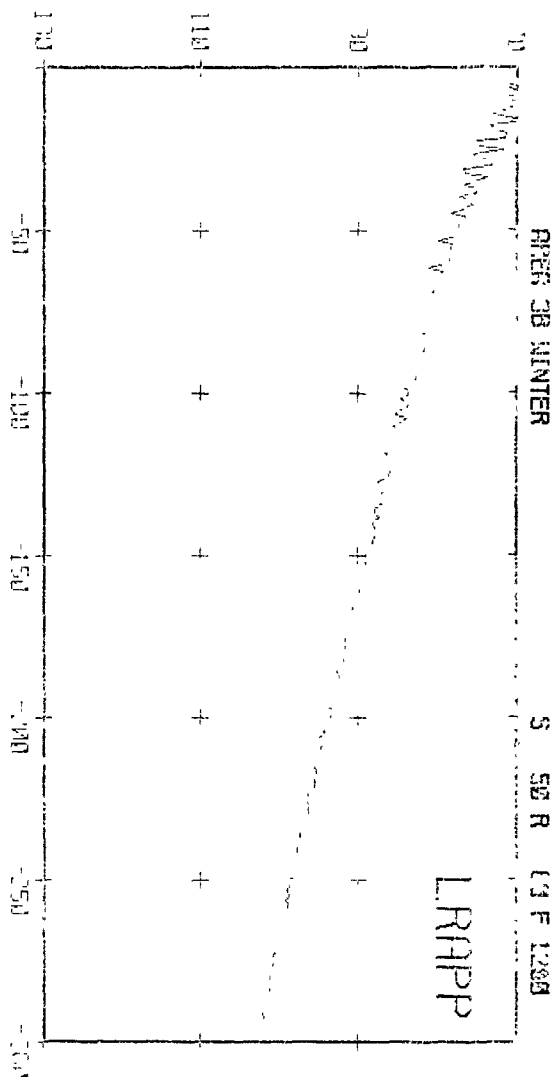




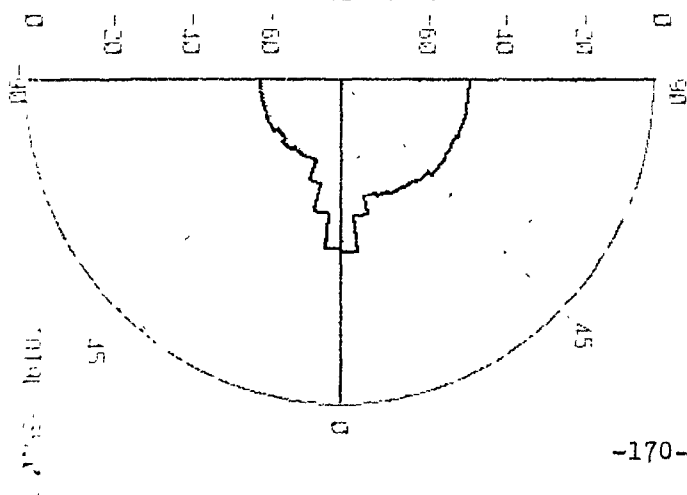
ARRIVAL ANGLE



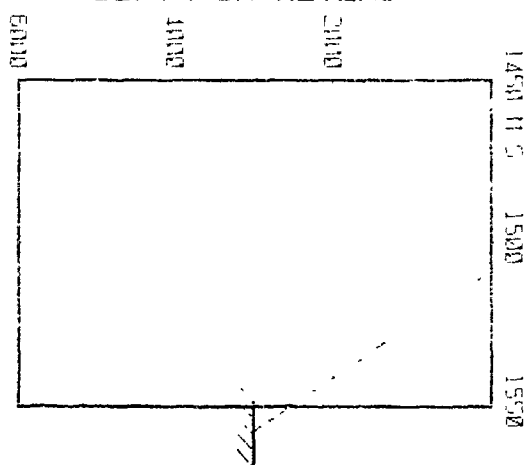
DB LOSS



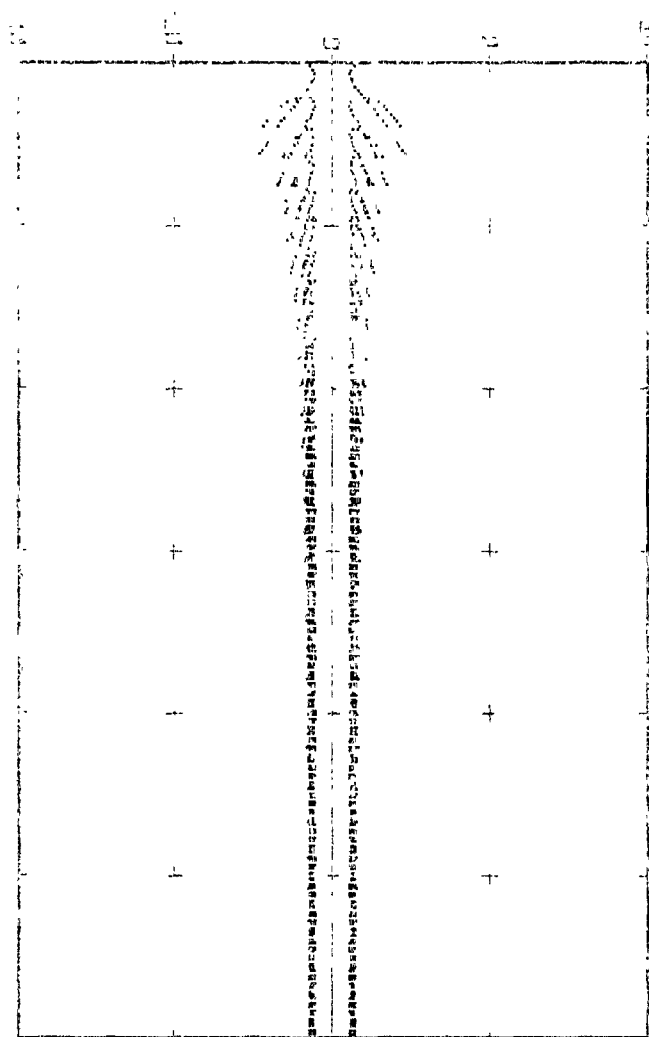
NOISE (DB)



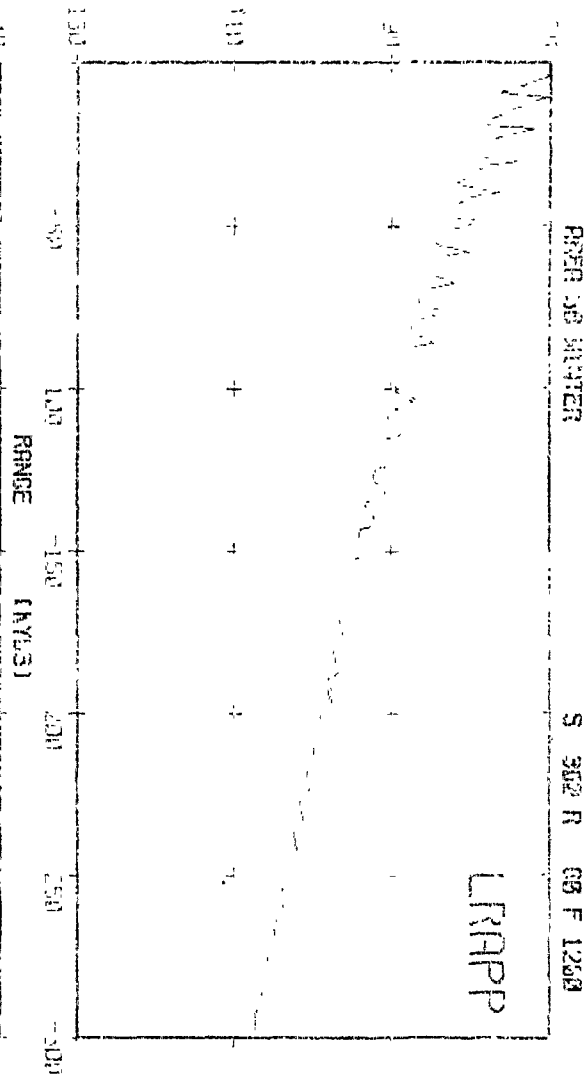
DEPTH IN METERS



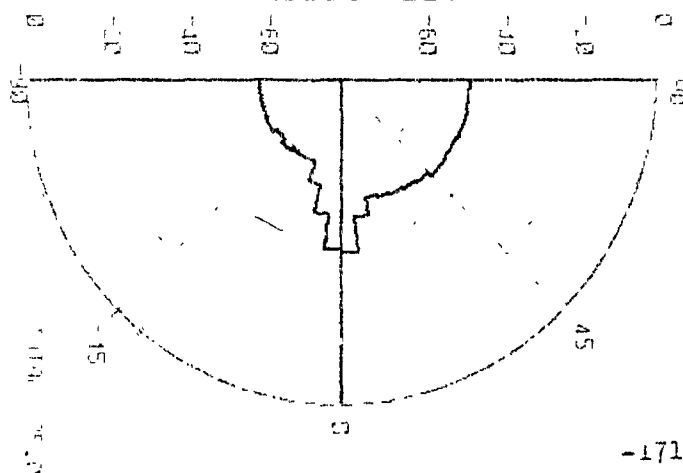
# ARRIVAL ANGLE



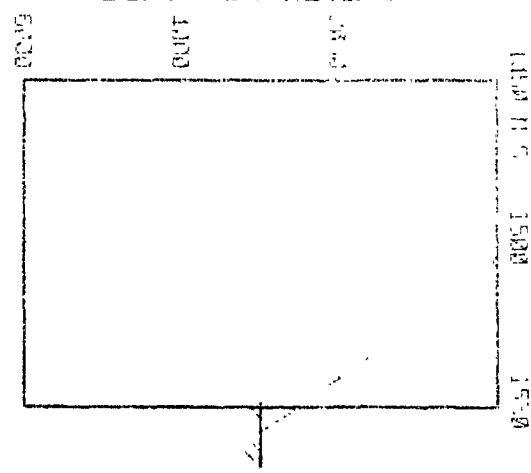
# DB LOSS



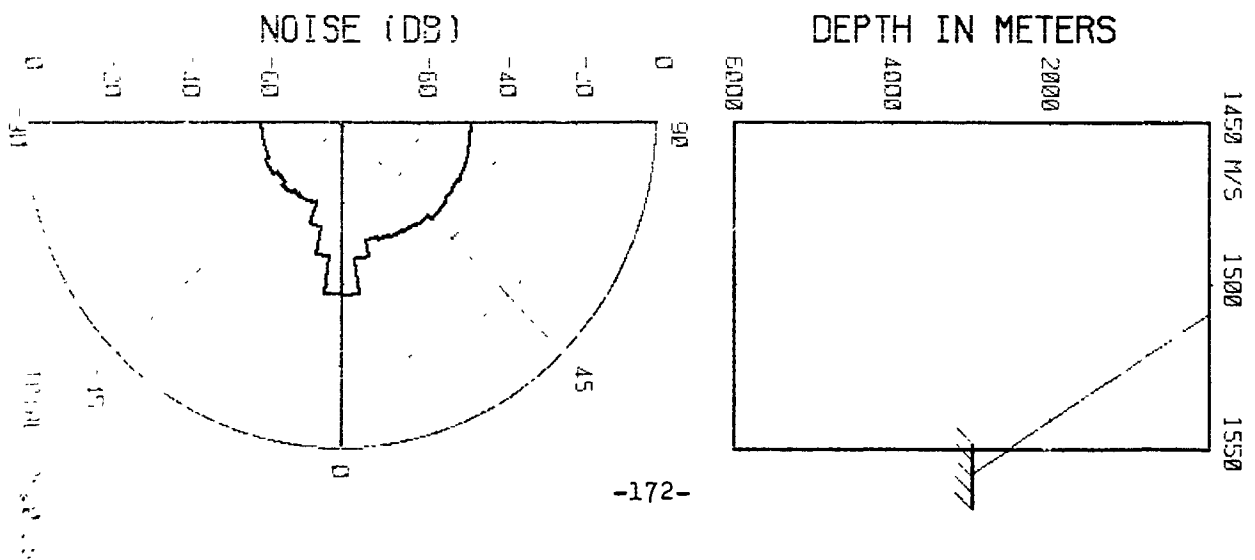
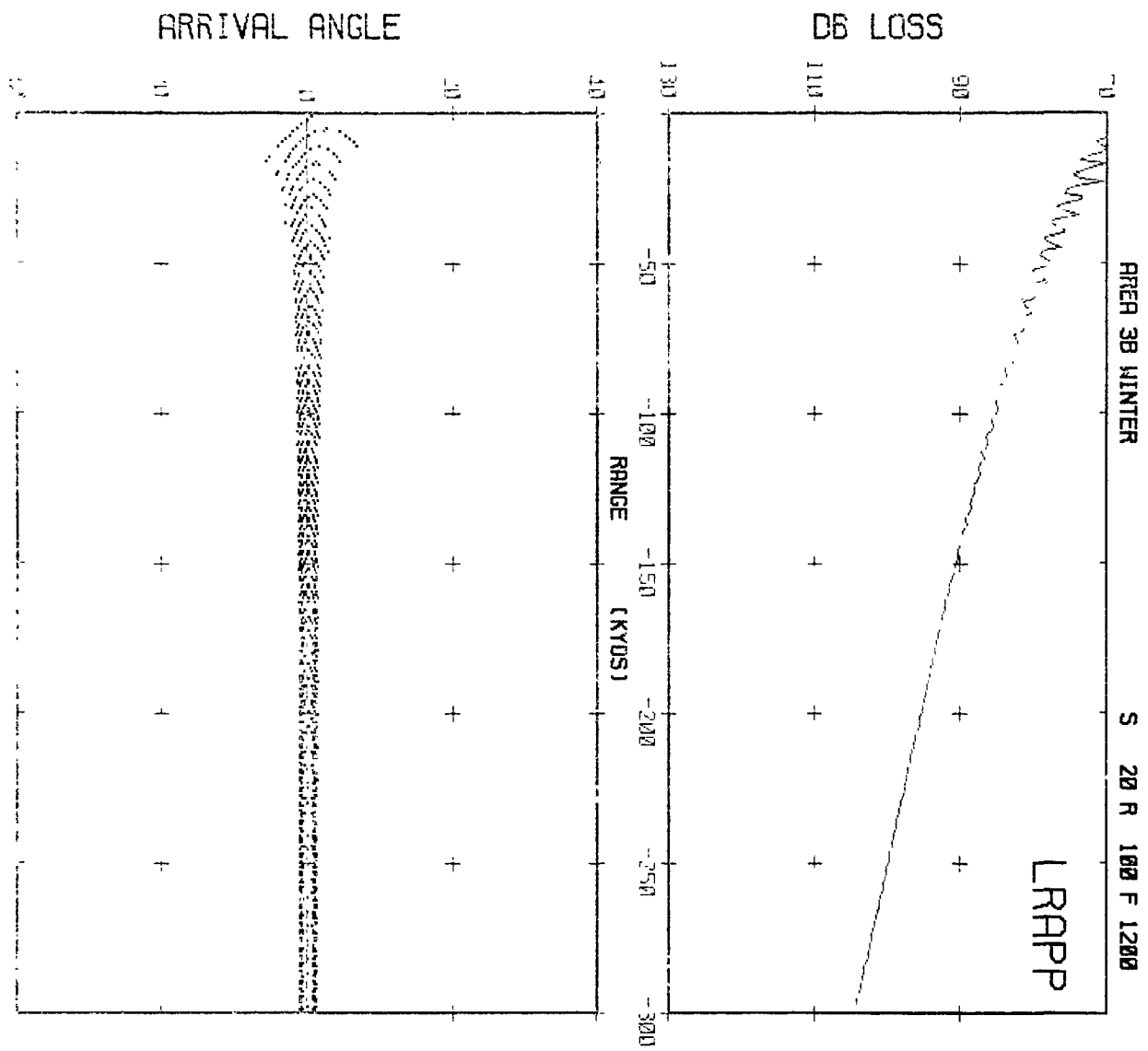
# NOISE (DB)



# DEPTH IN METERS





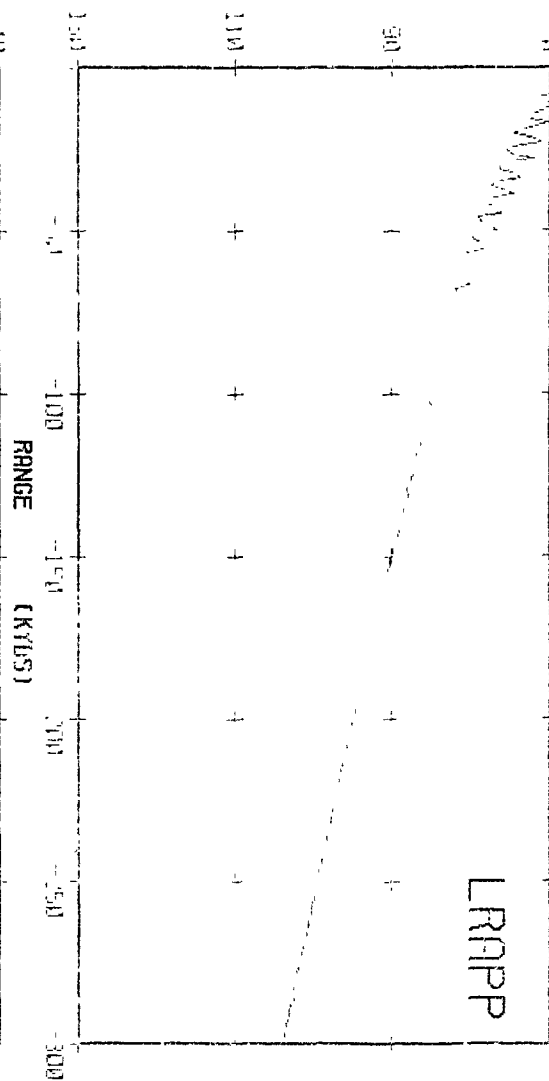


AFRER 28 WINTER

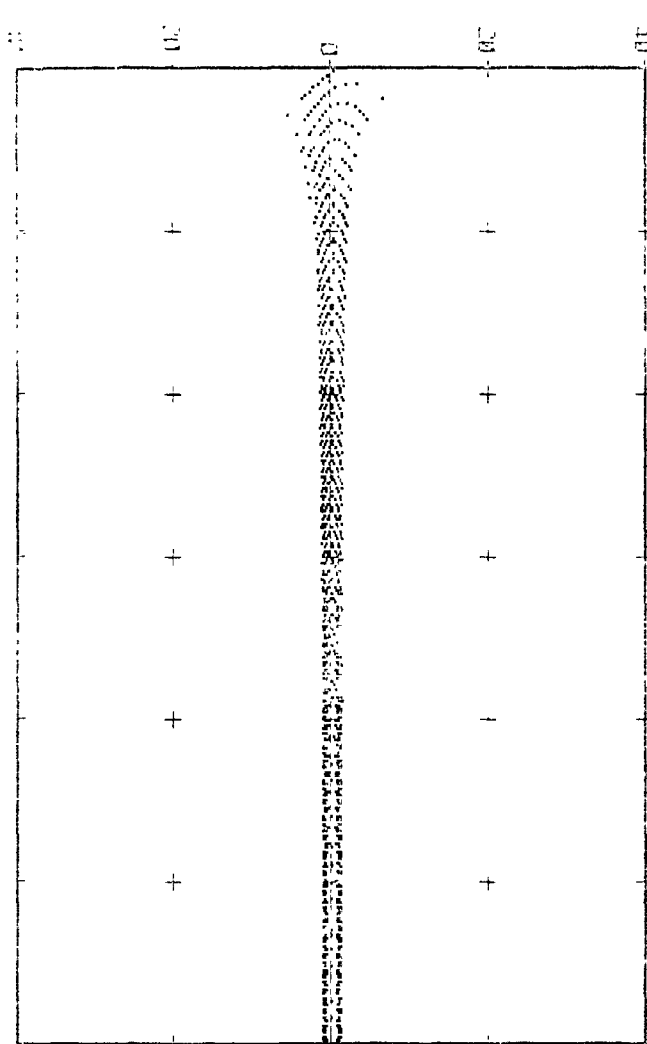
S 50 R 100 F 1250

1450 N/S 1500 1550

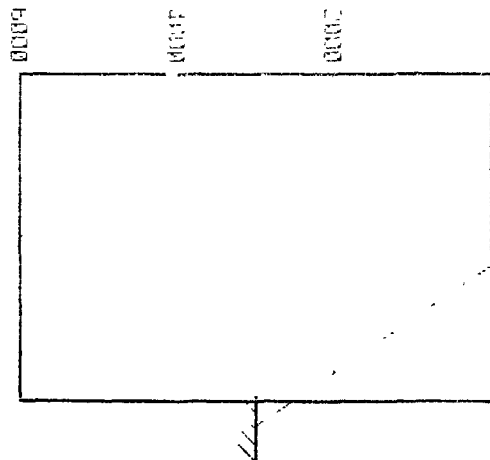
DB LOSS



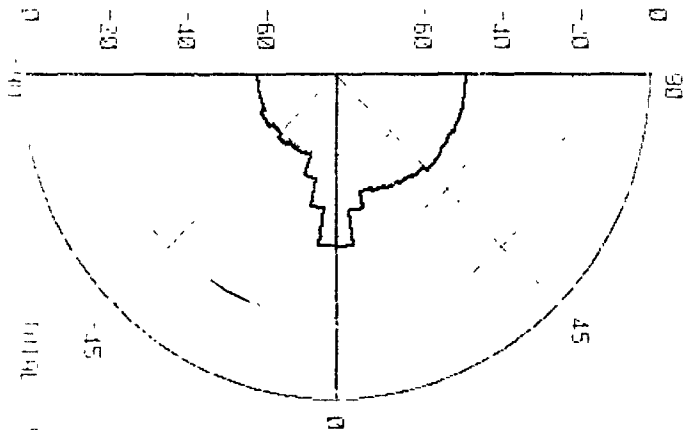
ARRIVAL ANGLE



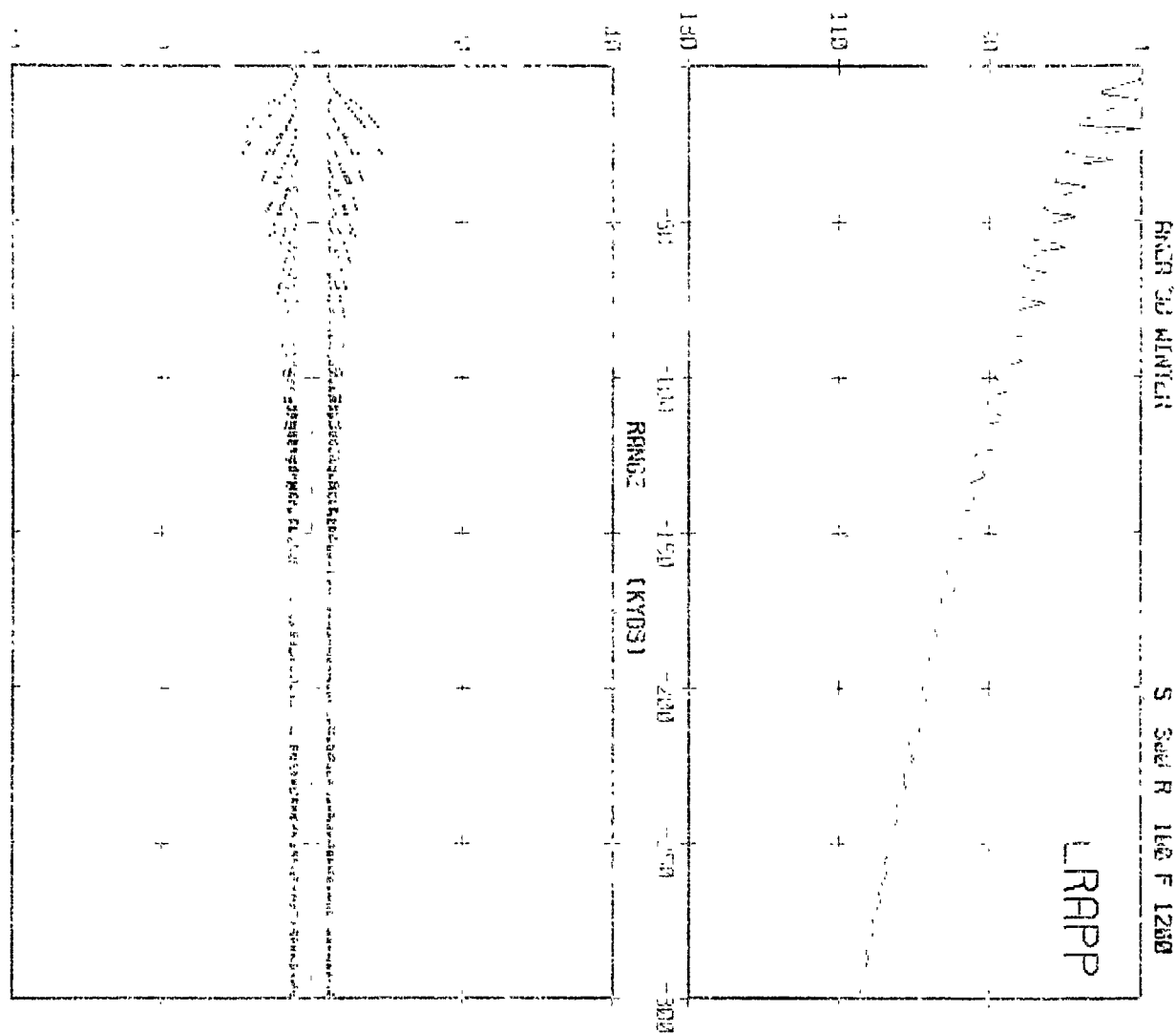
DEPTH IN METERS



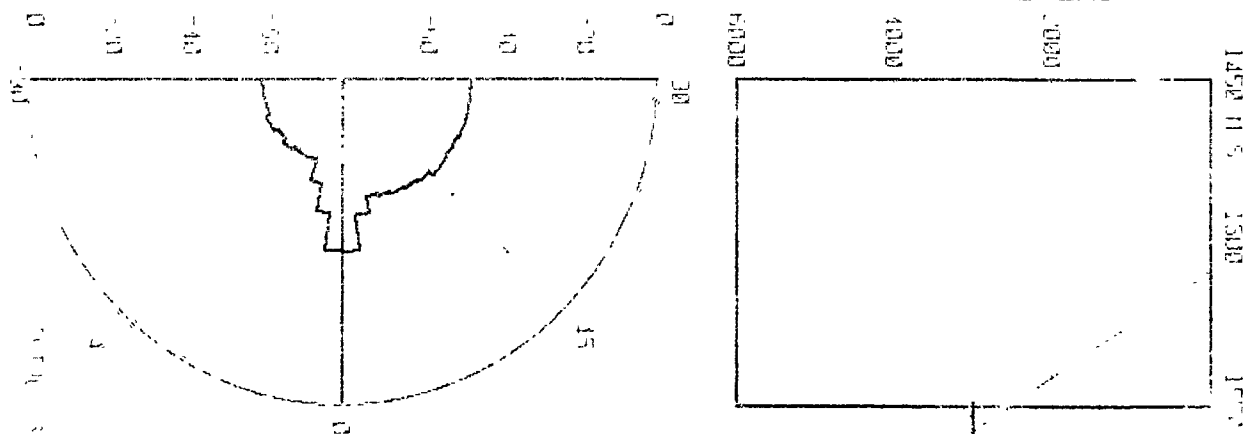
NOISE (DB)



DB LOSS



DEPTH IN METERS

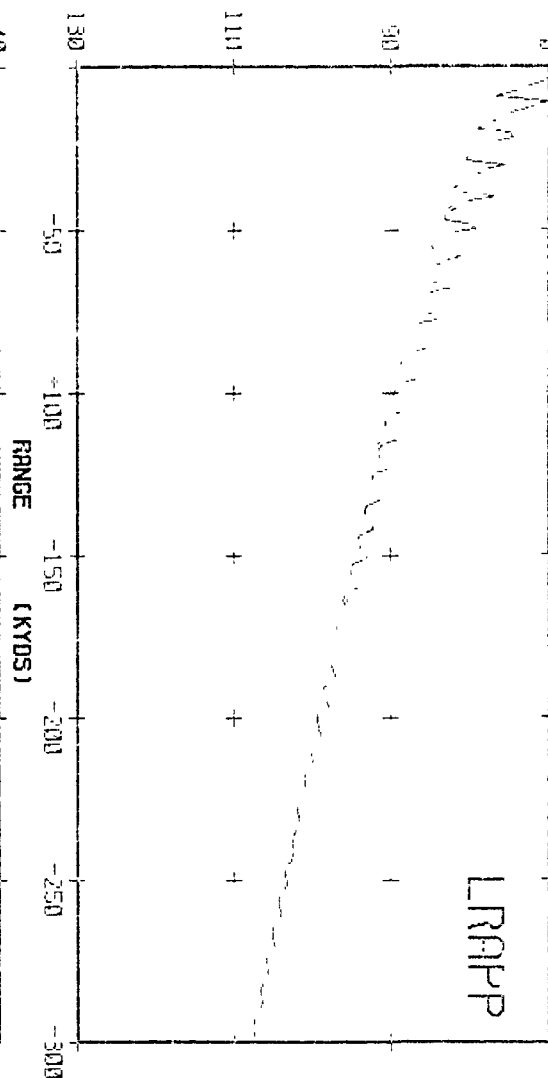


ARCH 33 MINUTER

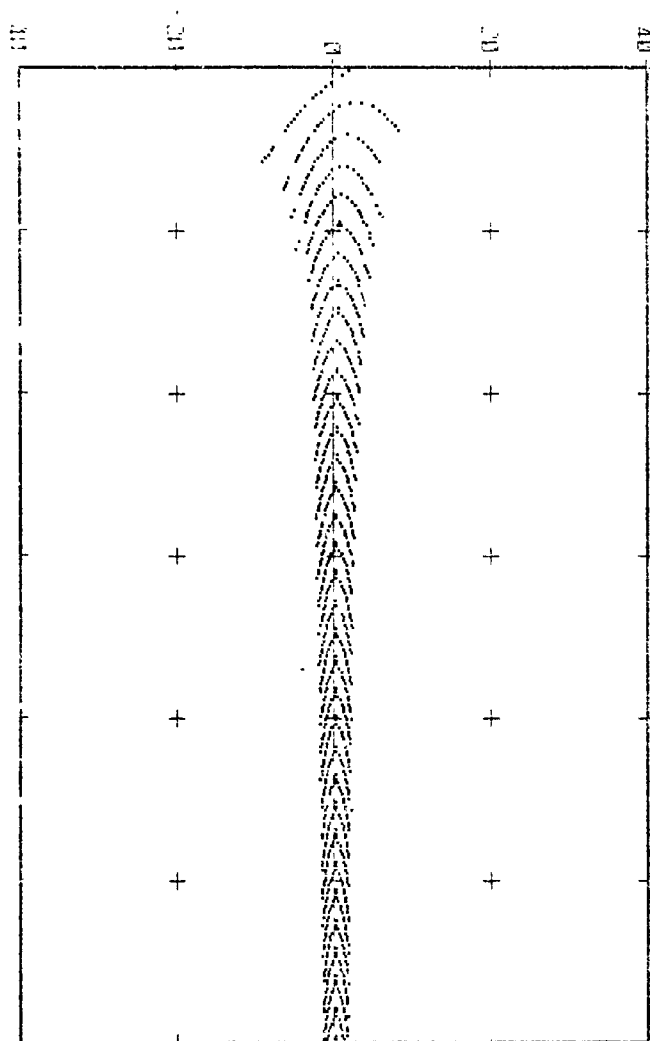
S 20 H 302 F 1200

1450 1455 1500 1550

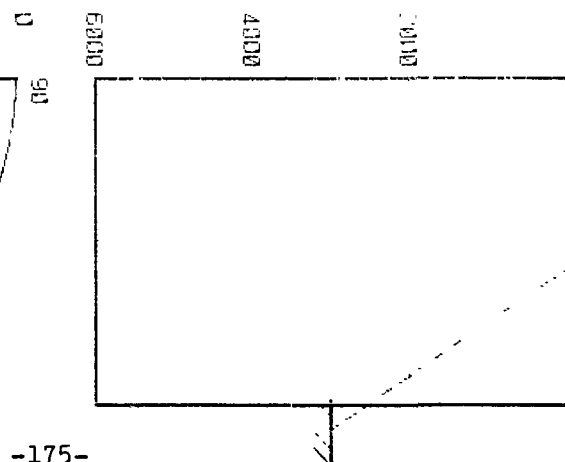
DB LOSS



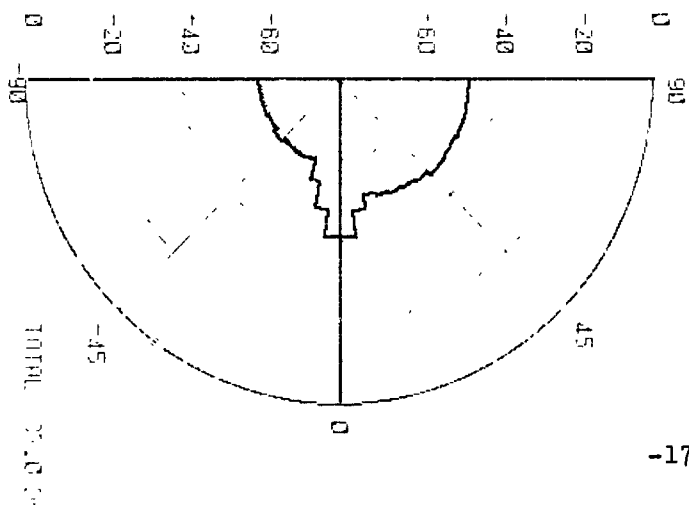
ARRIVAL ANGLE



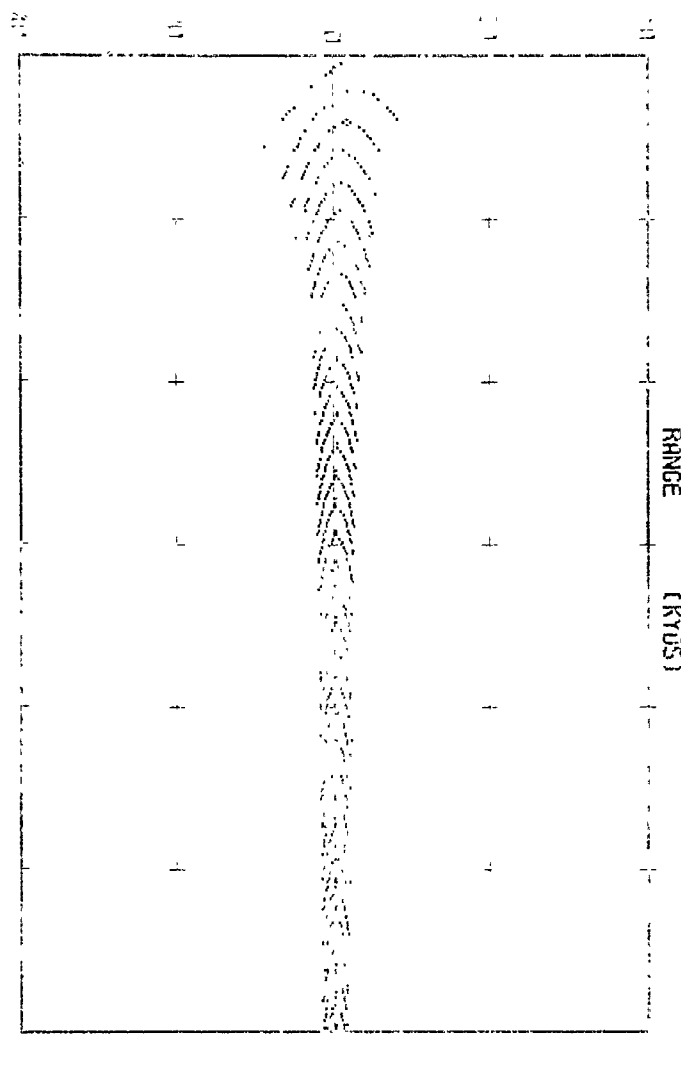
DEPTH IN METERS



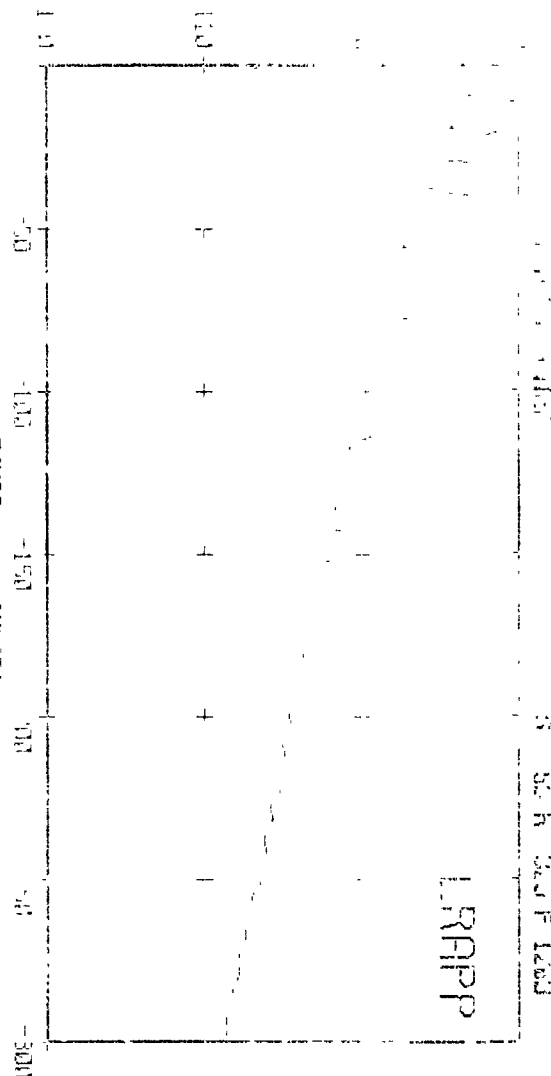
NOISE (DB)



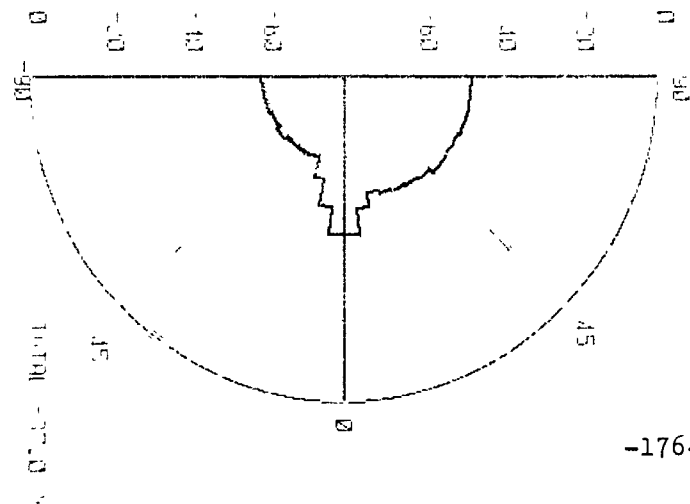
ARRIVAL ANGLE



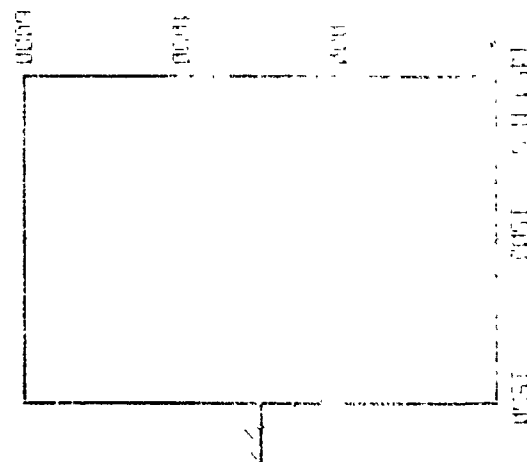
DB LOSS

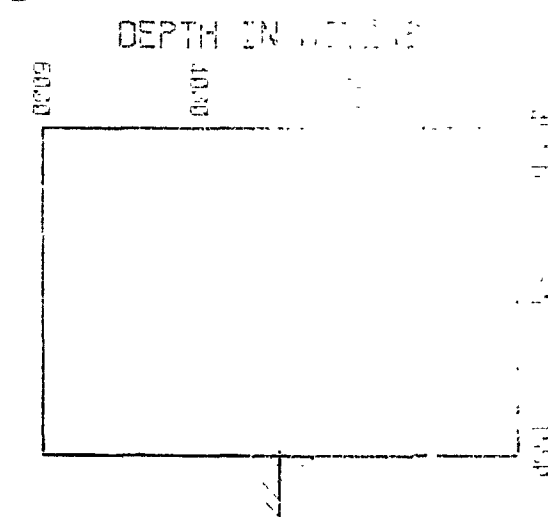
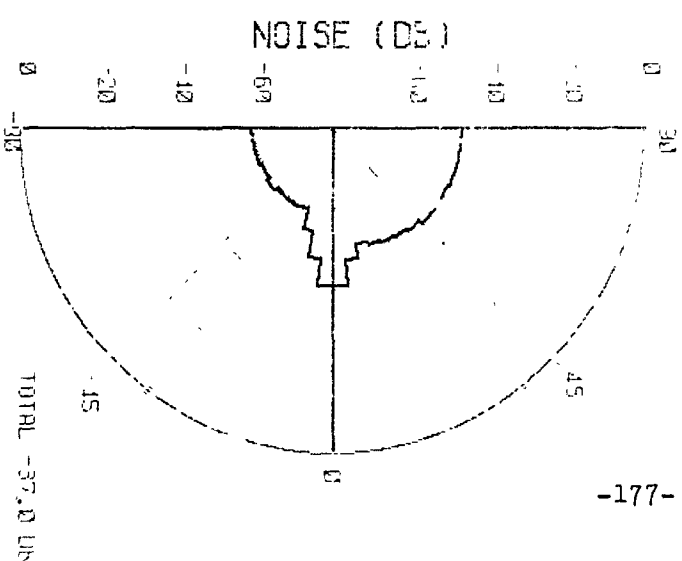
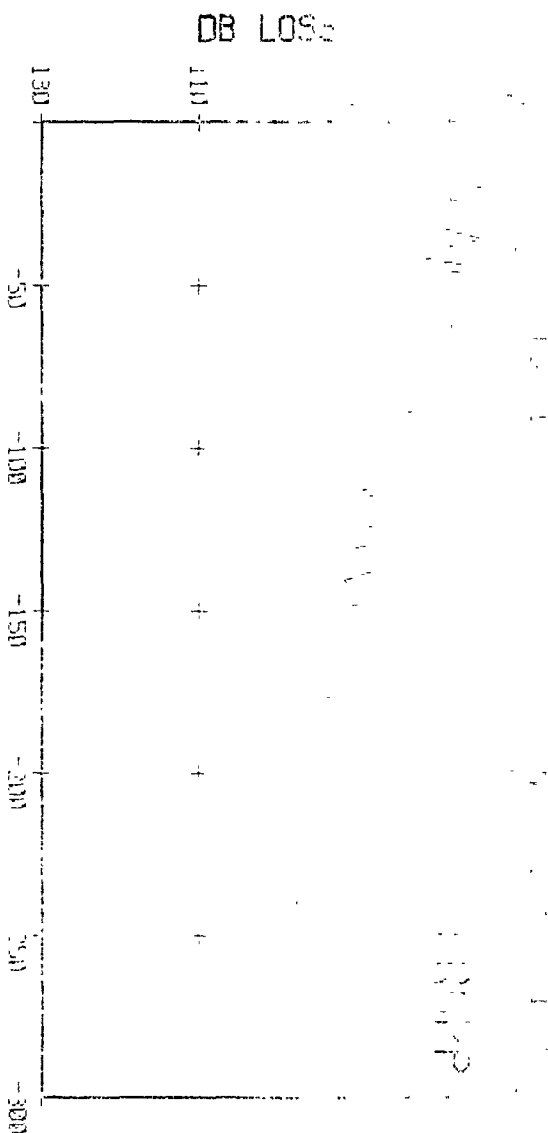
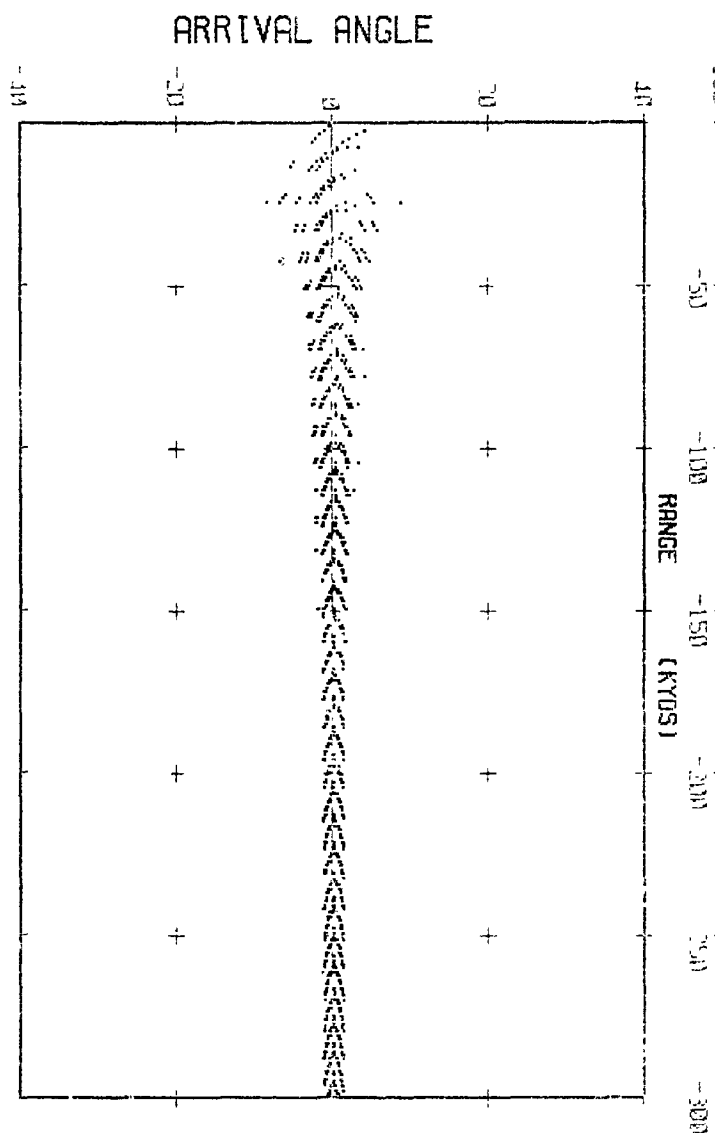


NOISE (DB)



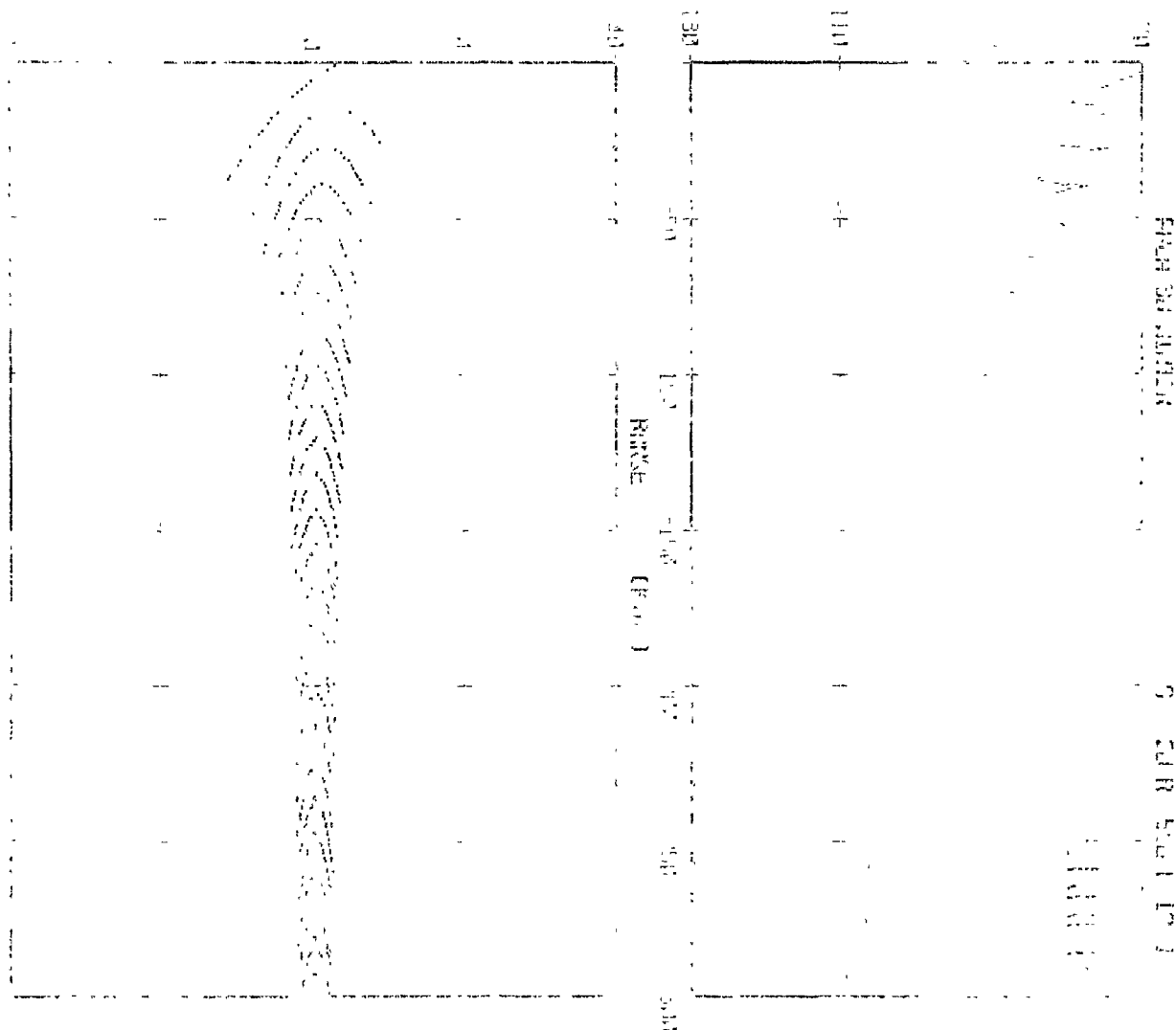
DEPTH IN METERS





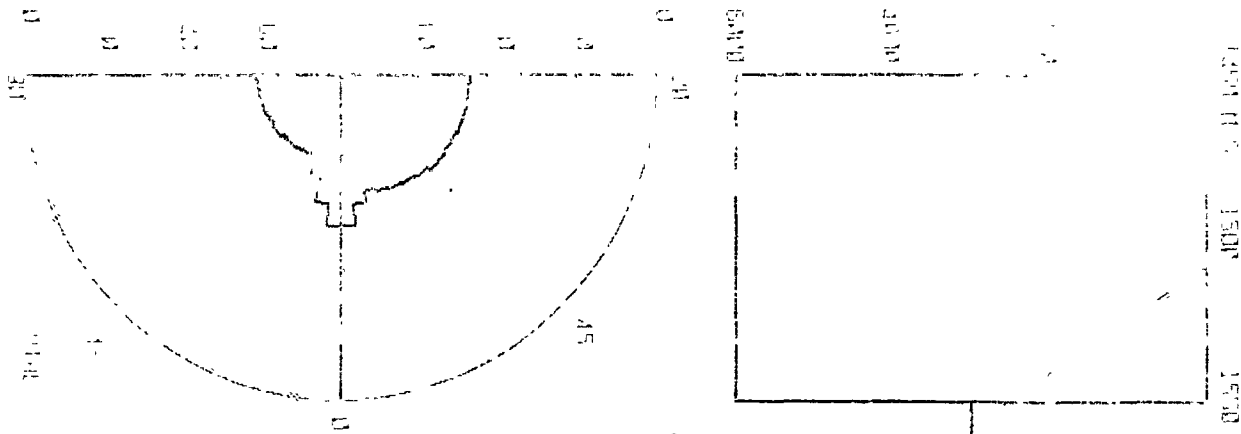
ABOVE THE HOLE

DE LOSS




DEPTH (Ft)

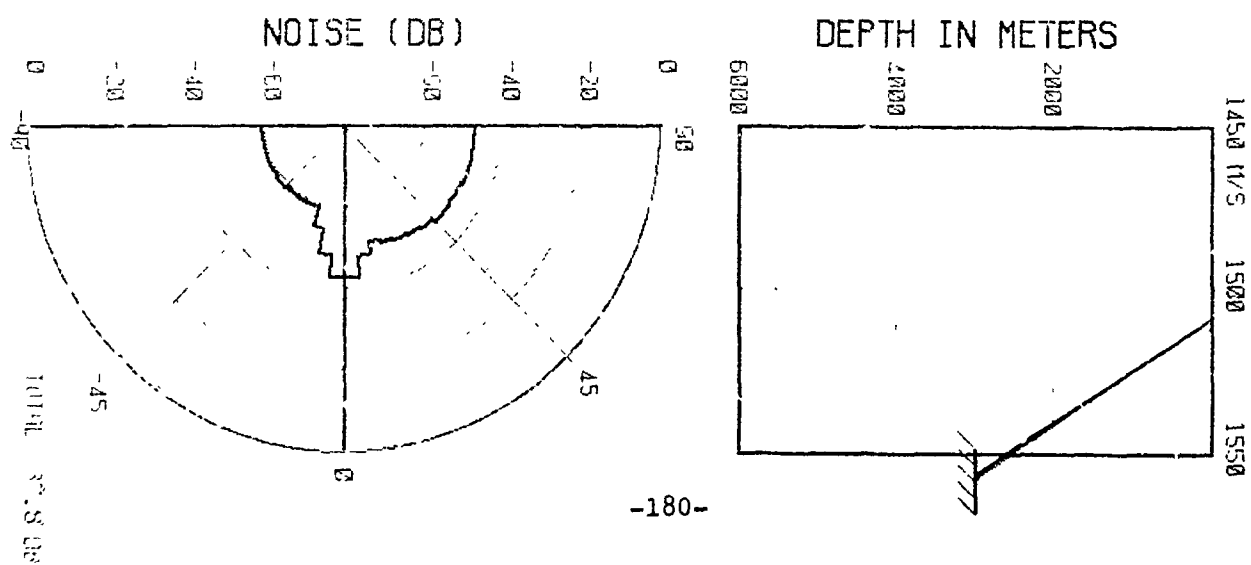
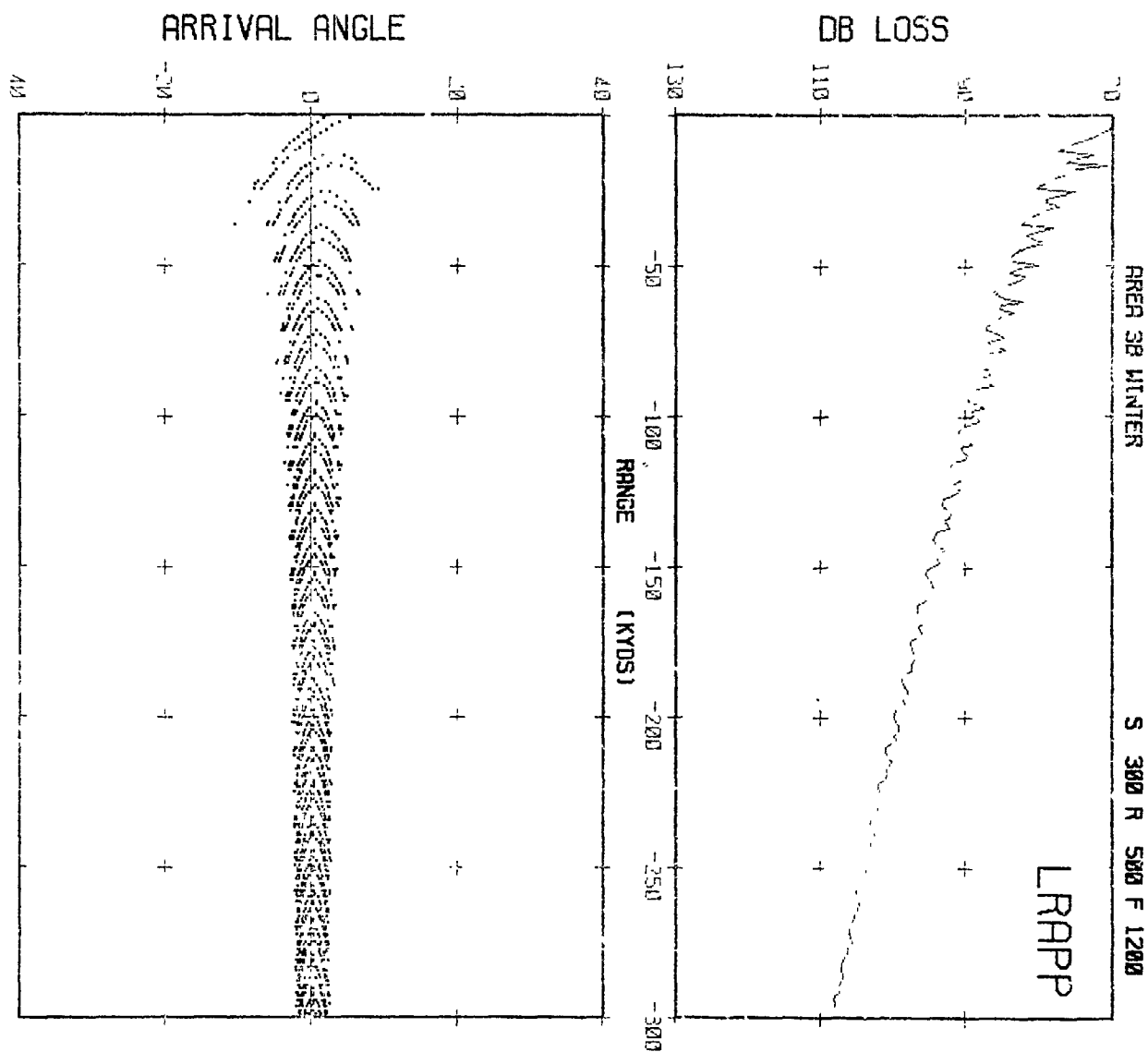
DEPTH (Ft)



1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100





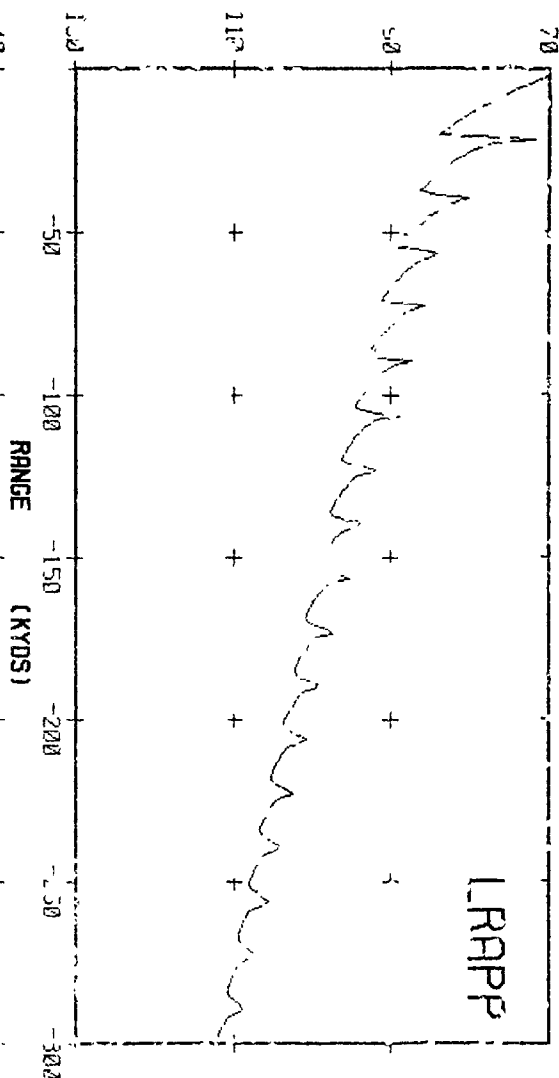


PRER 38 WINTER

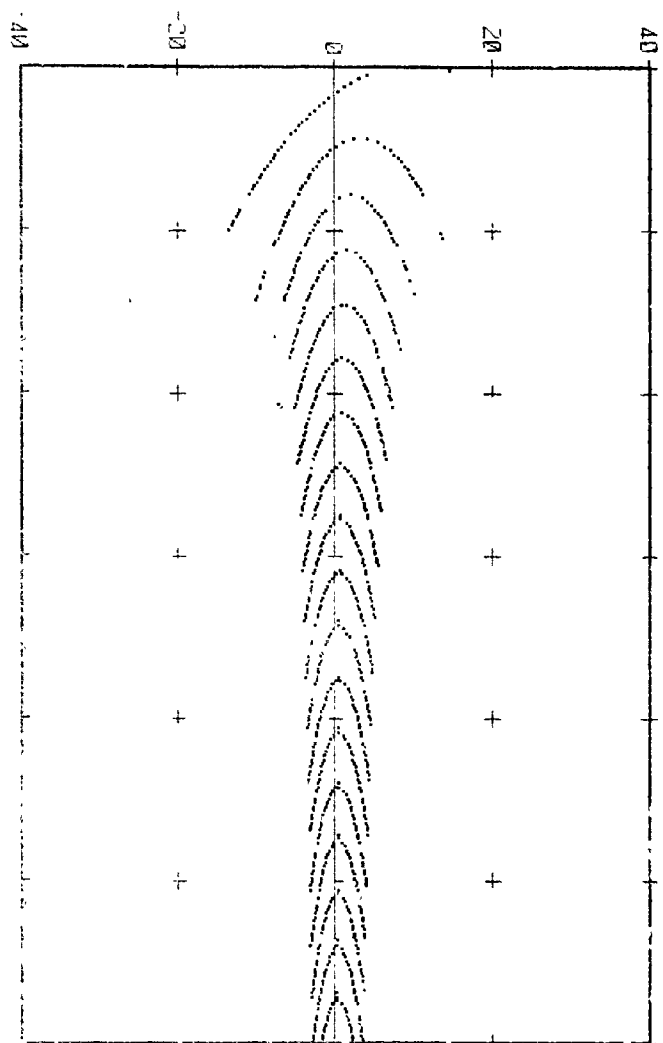
S 20 R 1000 F 1200

1430 M/S 1500 1550

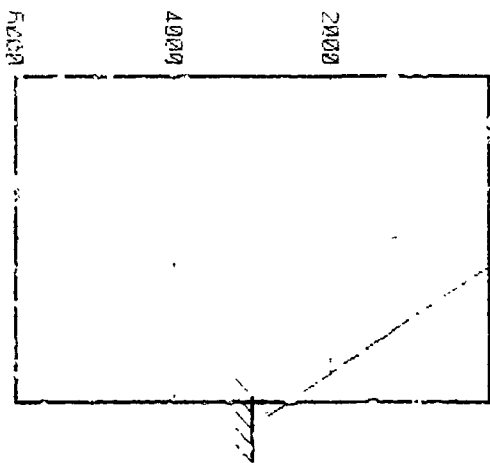
DB LOSS



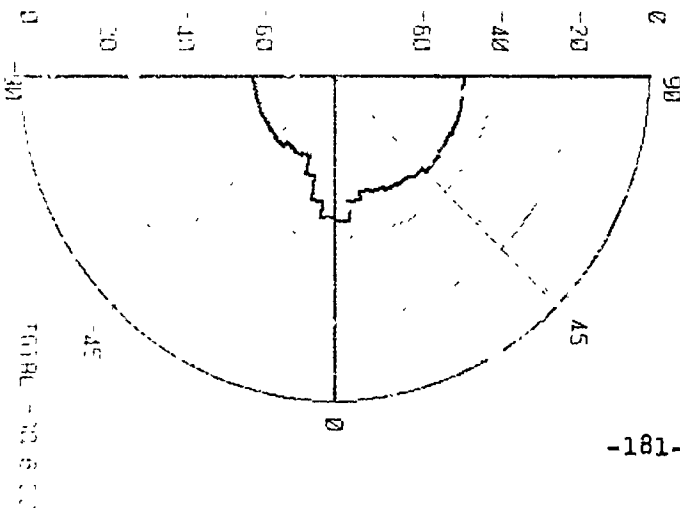
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



The graph displays a fluctuating line representing 'PERCENT 35 WINTER' over a range of '50 R 1000 1200'. The y-axis is labeled from 0 to 150 in increments of 50. The x-axis is labeled from 0 to 300 in increments of 50. The line starts at approximately 100 at x=0, rises to a peak of about 140 at x=50, then fluctuates with peaks around x=100, x=150, and x=250, and troughs around x=120, x=180, and x=280. A series of '+' markers are plotted along the line at various points, including (50, 120), (100, 100), (150, 110), (200, 100), (250, 110), and (280, 100).

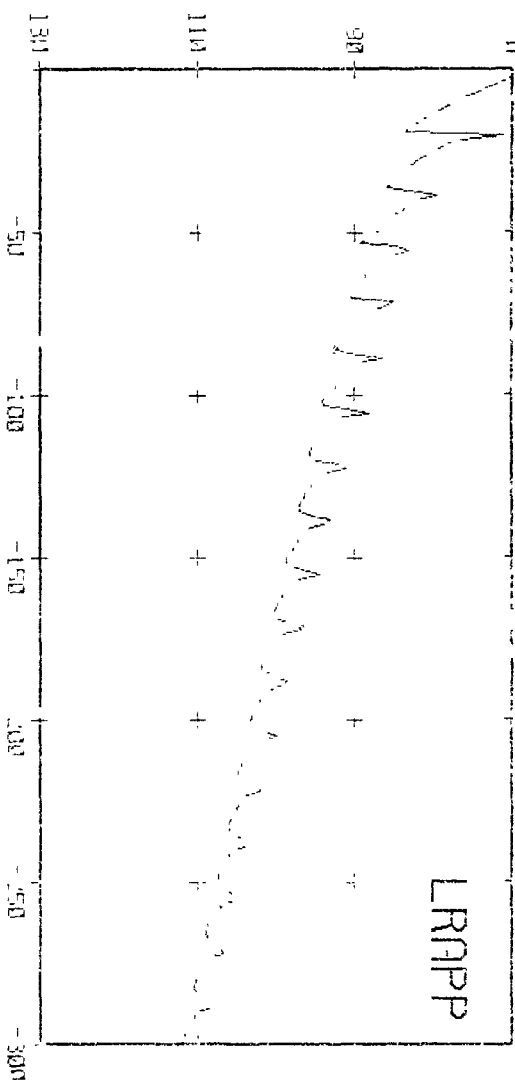
The graph illustrates a linear relationship between the number of people and the number of hours. The x-axis represents the number of hours, ranging from 1500 to 1550. The y-axis represents the number of people, ranging from 0 to 6000. A straight line is plotted, starting at approximately (1500, 1500) and ending at approximately (1550, 5500). The line has a positive slope, indicating that the number of people increases as the number of hours increases.

FINER 38 HUNTER

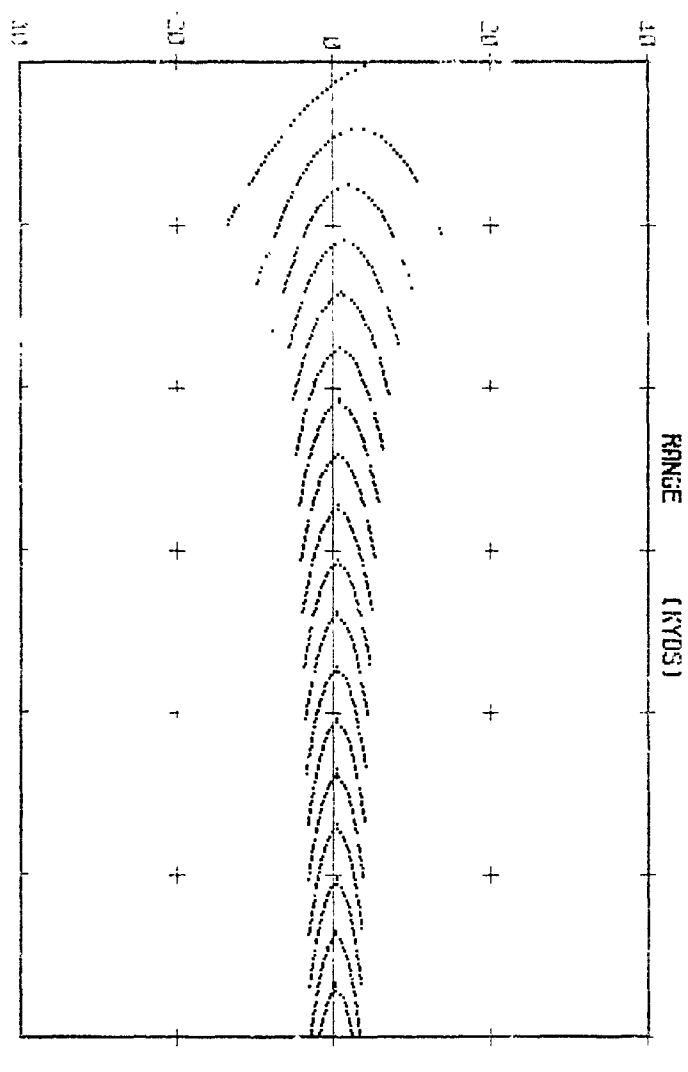
S 330 R 1010 F 1200

LRNPP

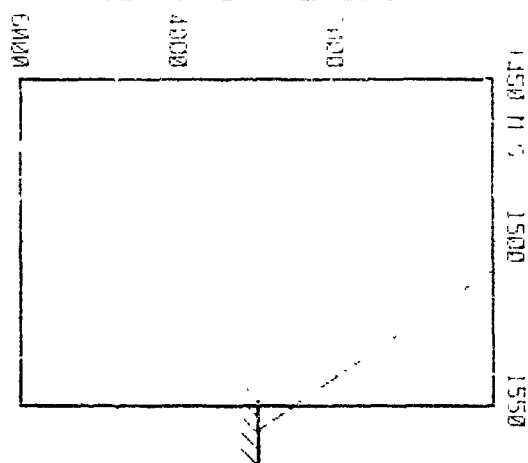
DB LOSS



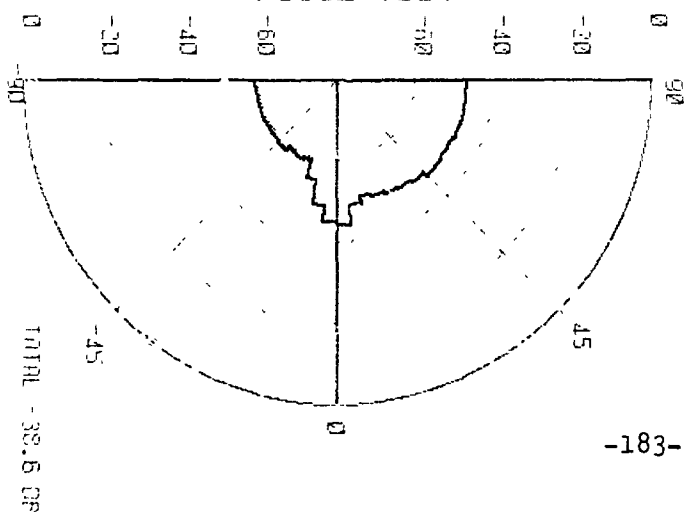
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

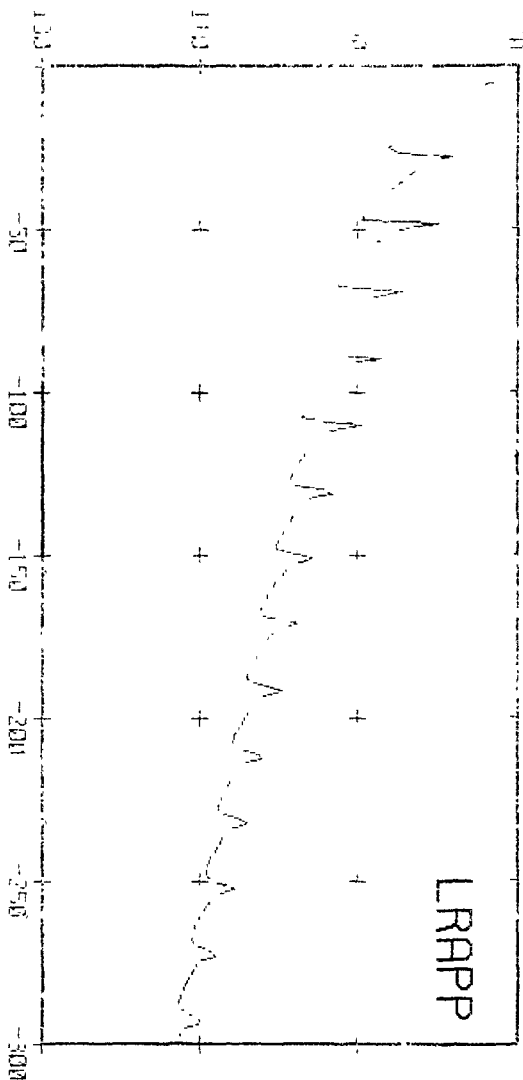


FREE 3B WINTER

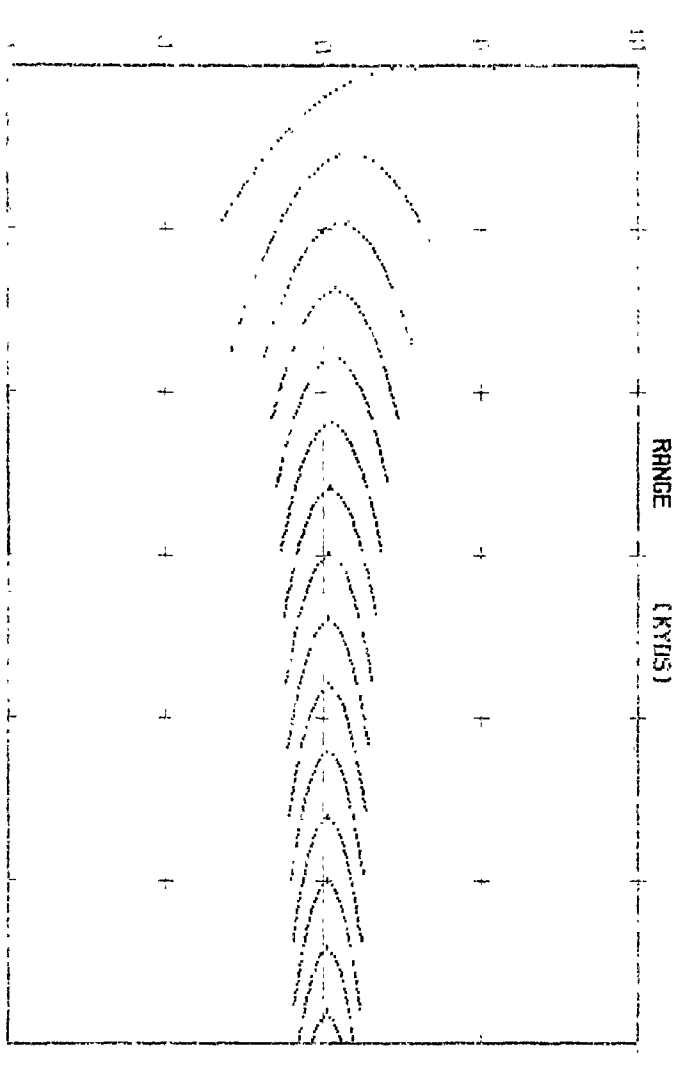
S 20 R 1500 F 1200

14°N 11°S 1500 1550

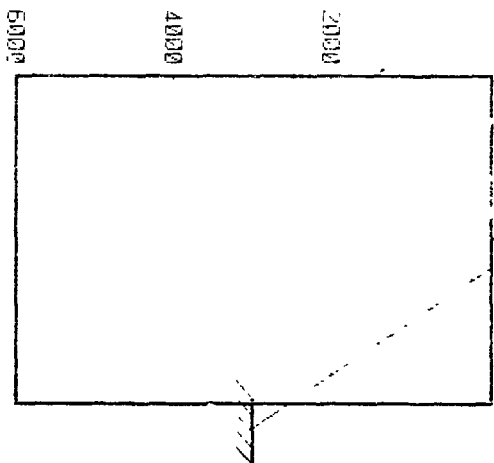
DB LOSS



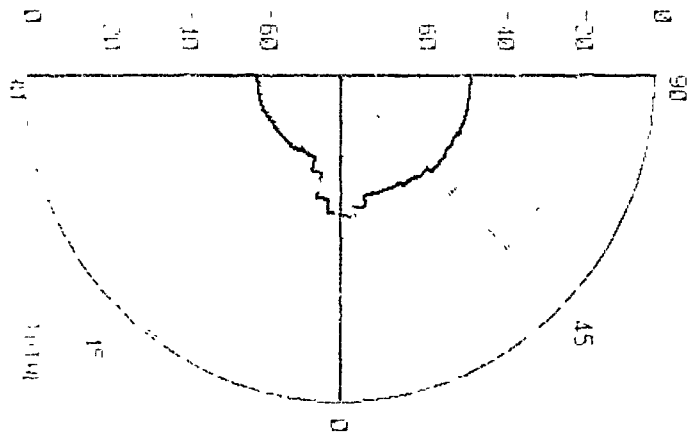
ARRIVAL ANGLE



DEPTH IN METERS

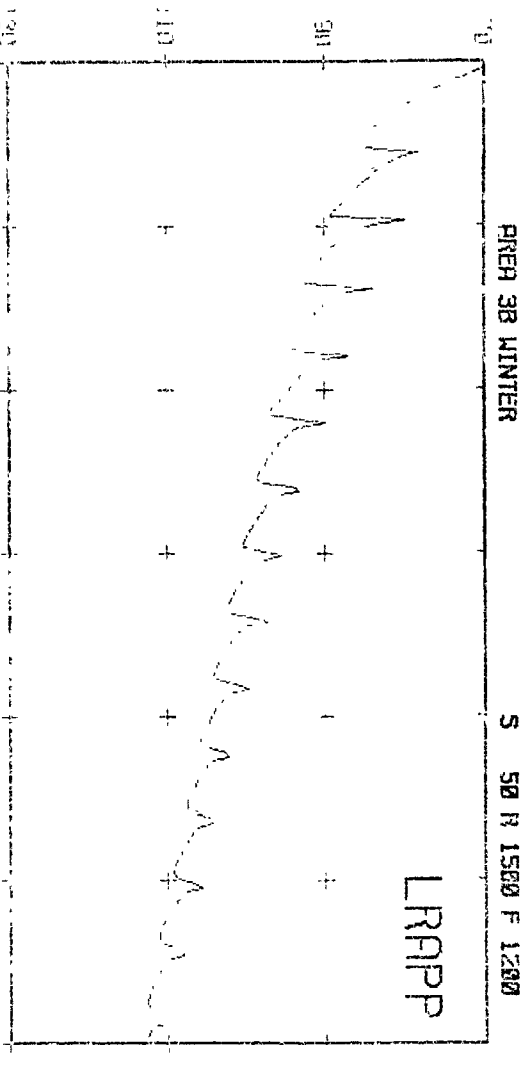
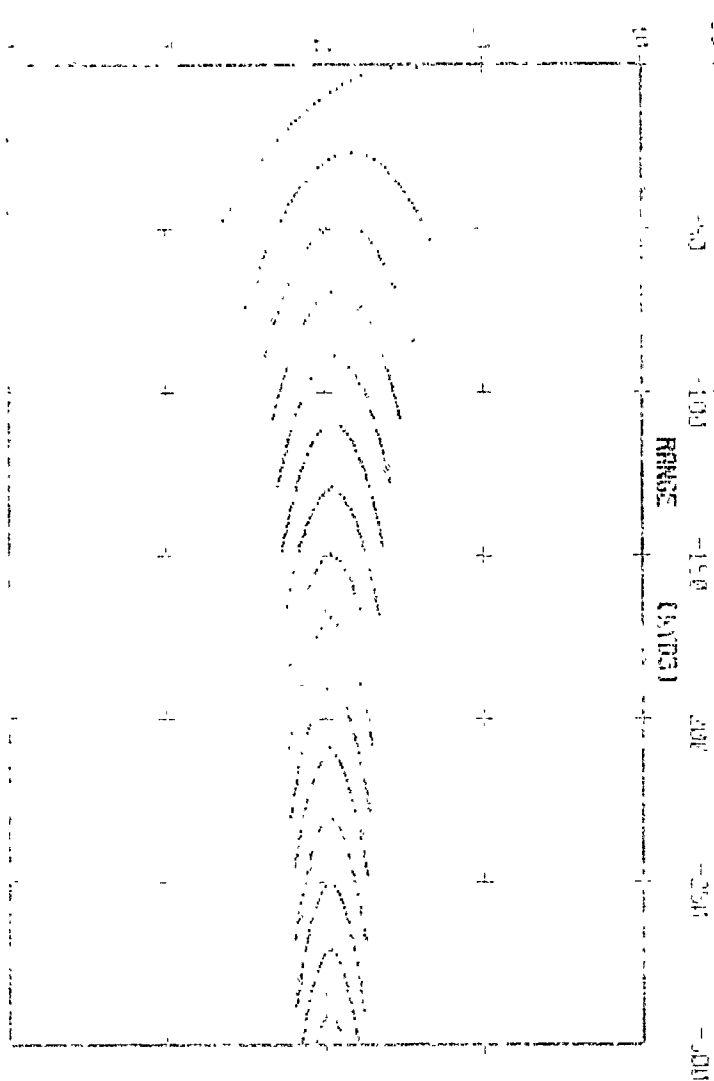


NOISE (DB)



ARRIVAL ANGLE

DB LOSS

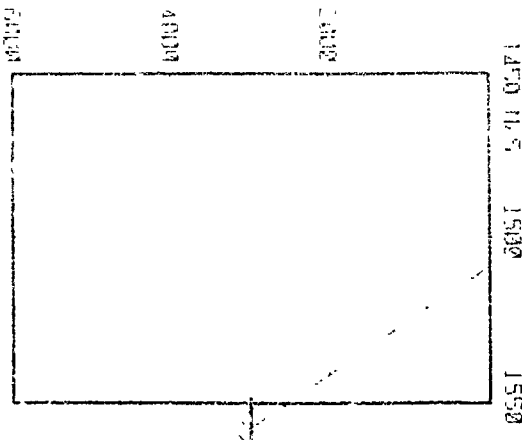
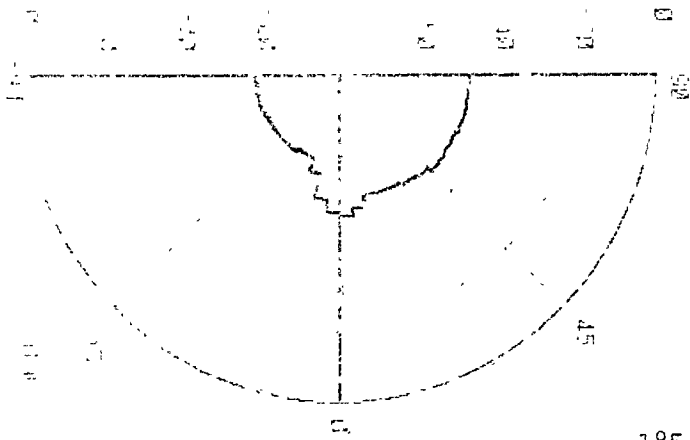


AREA 3B WINTER

S 50 N 1500 F 1200

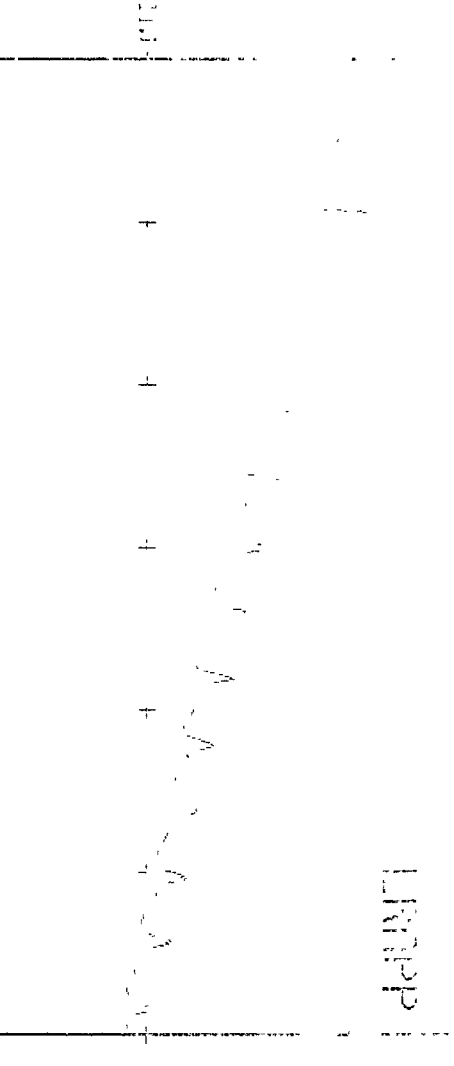
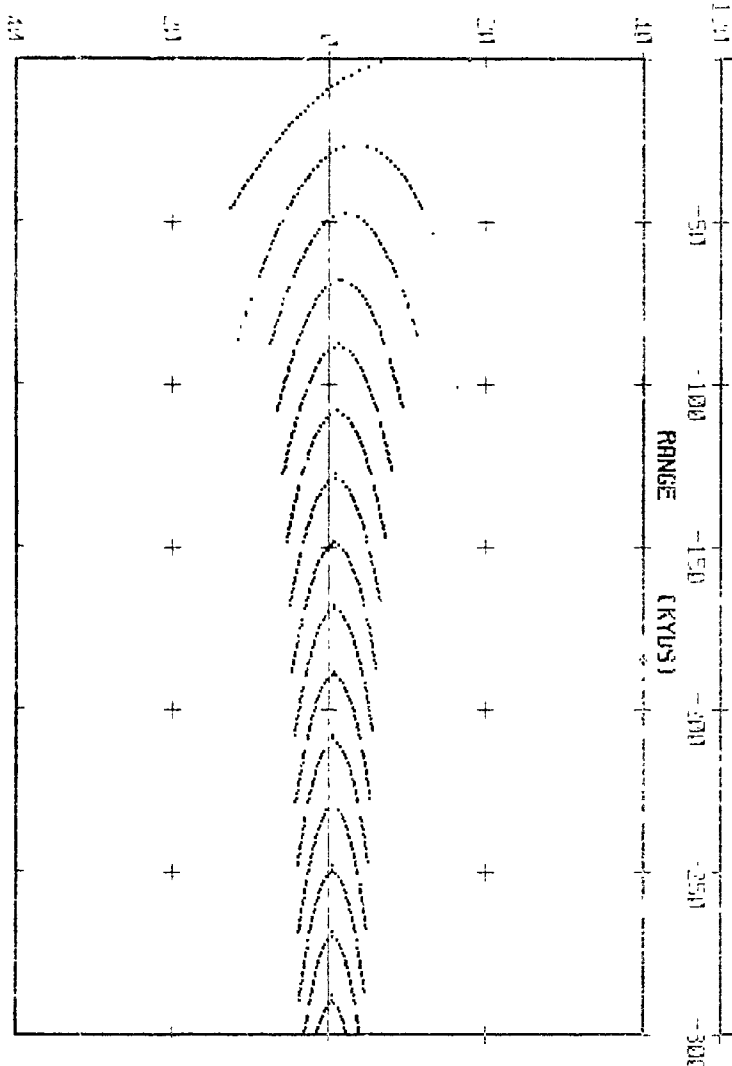
COSE (DB)

DEPTH IN METERS



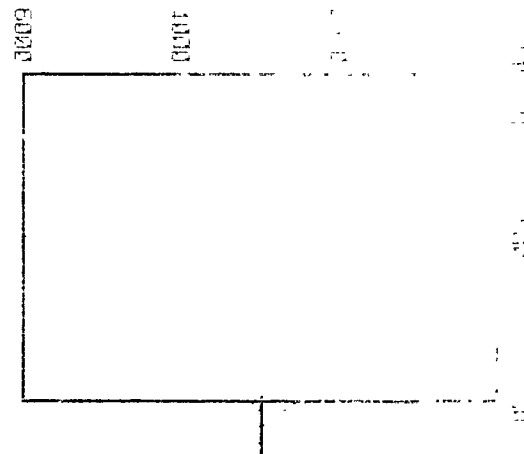
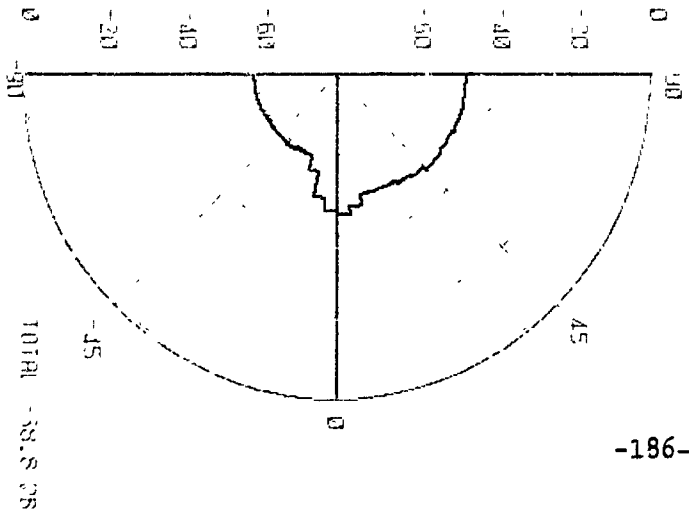
ARRIVAL ANGLE

DB LOSS



NOISE (DB)

DEPTH IN METERS

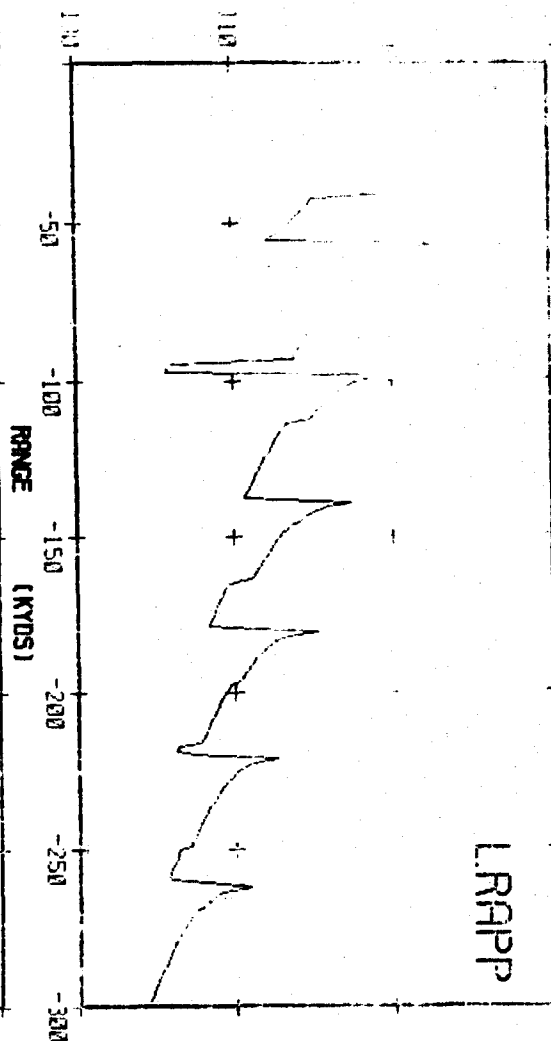


FROM 50 HINTER

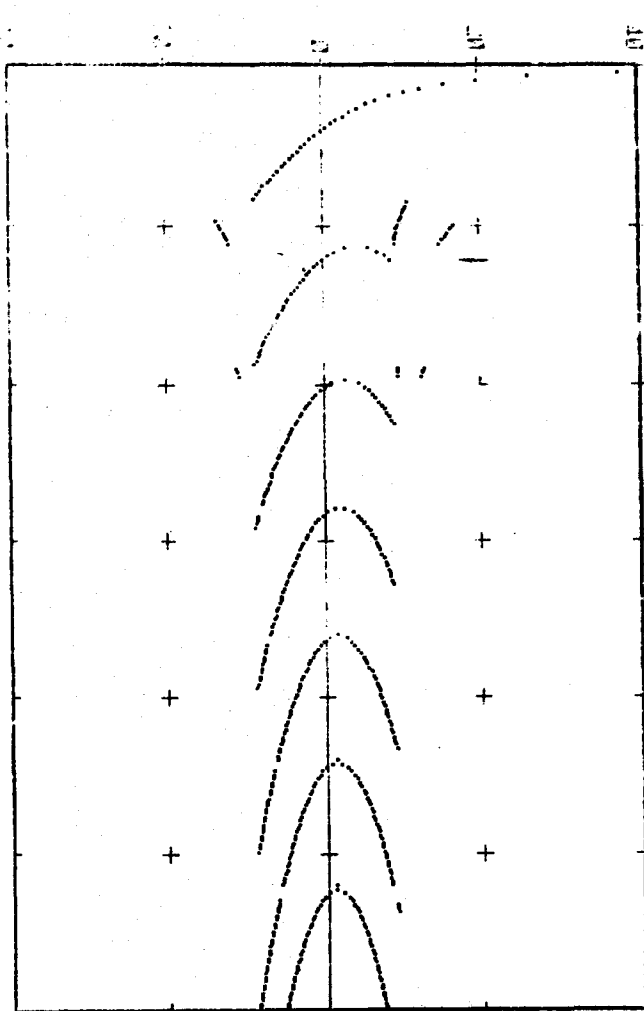
S 20 R 60.9 F 1230

L.RAPP

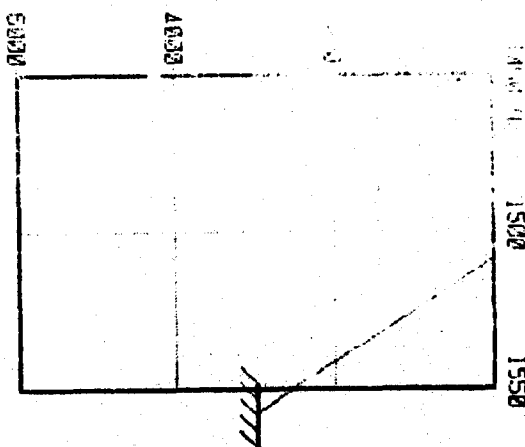
DB LOSS



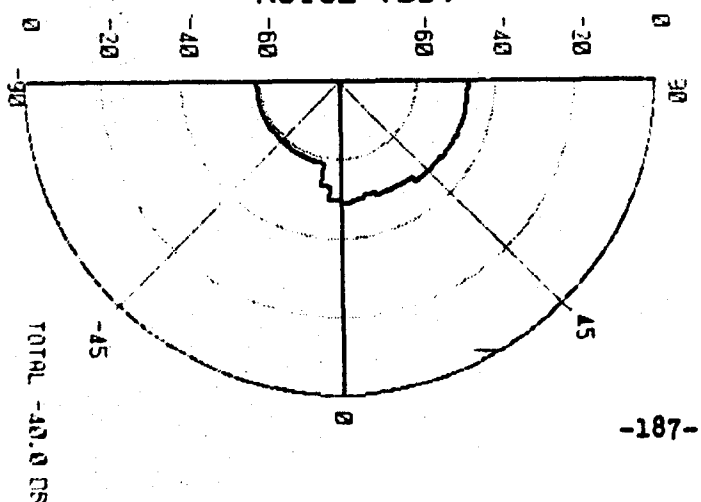
ARRIVAL ANGLE



DEPTH IN FEET



NOISE (DB)



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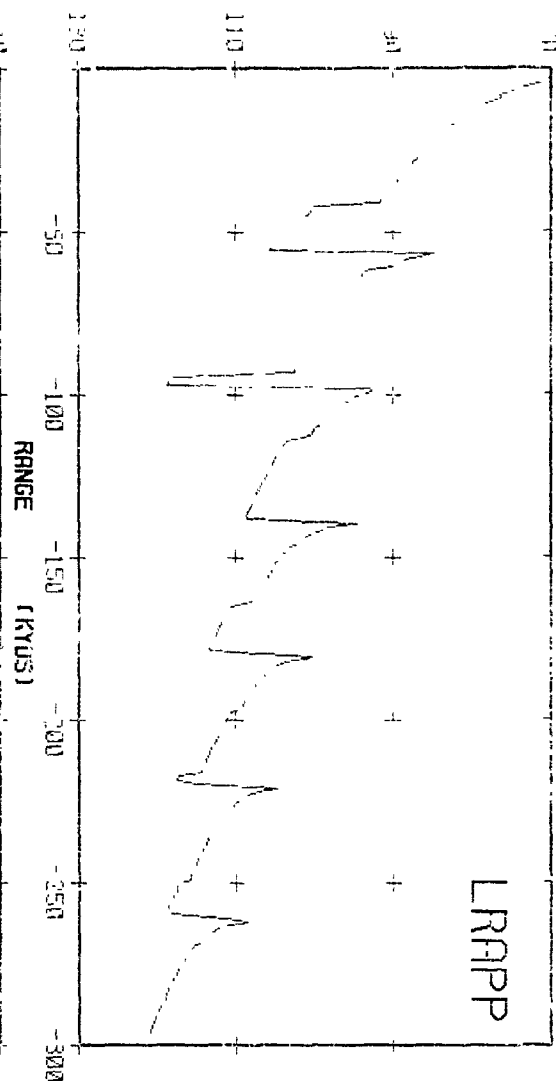


PRCH 38 WINTER

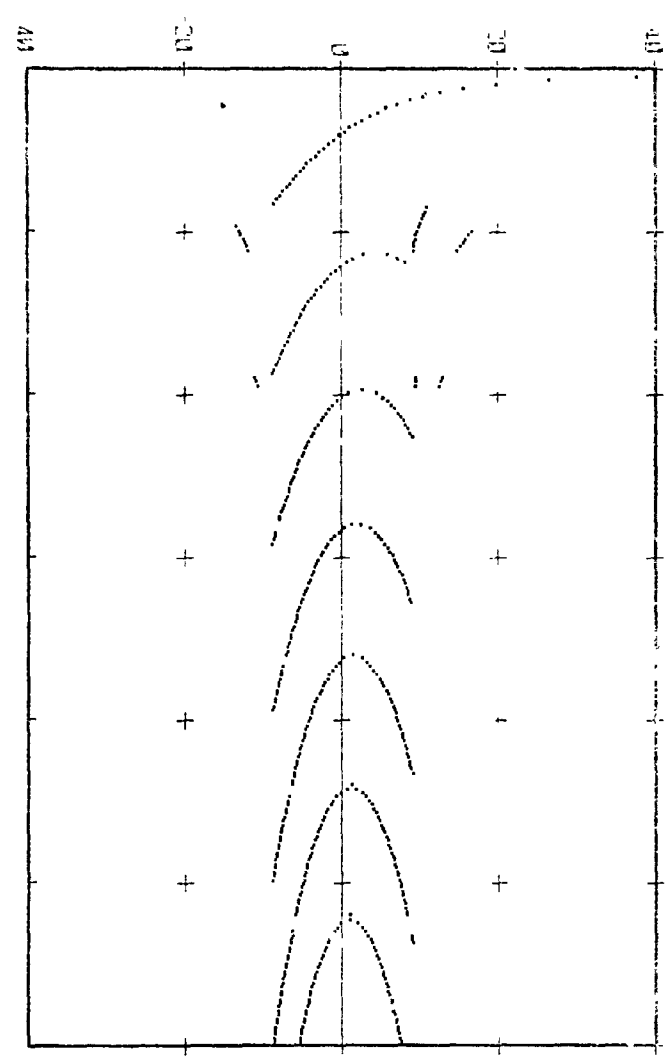
S 50 R 6000 F 1280

LRAPP

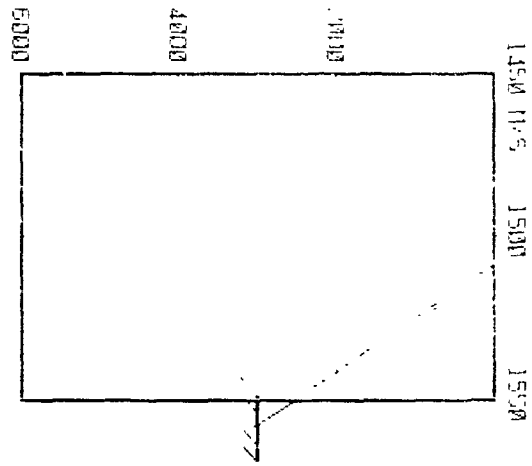
DB LOSS



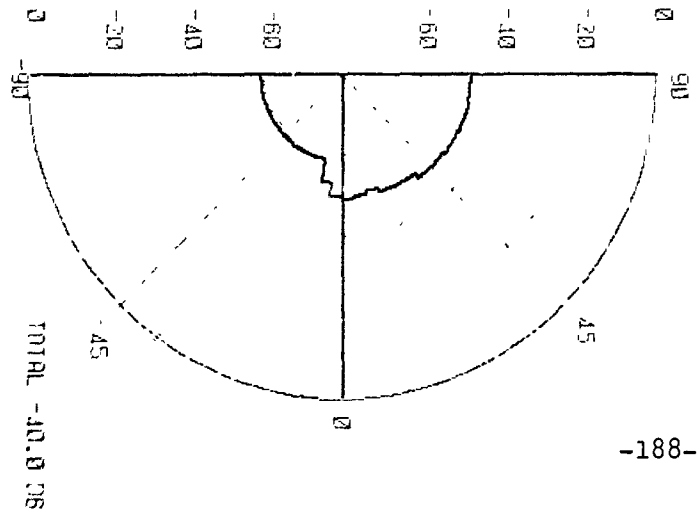
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

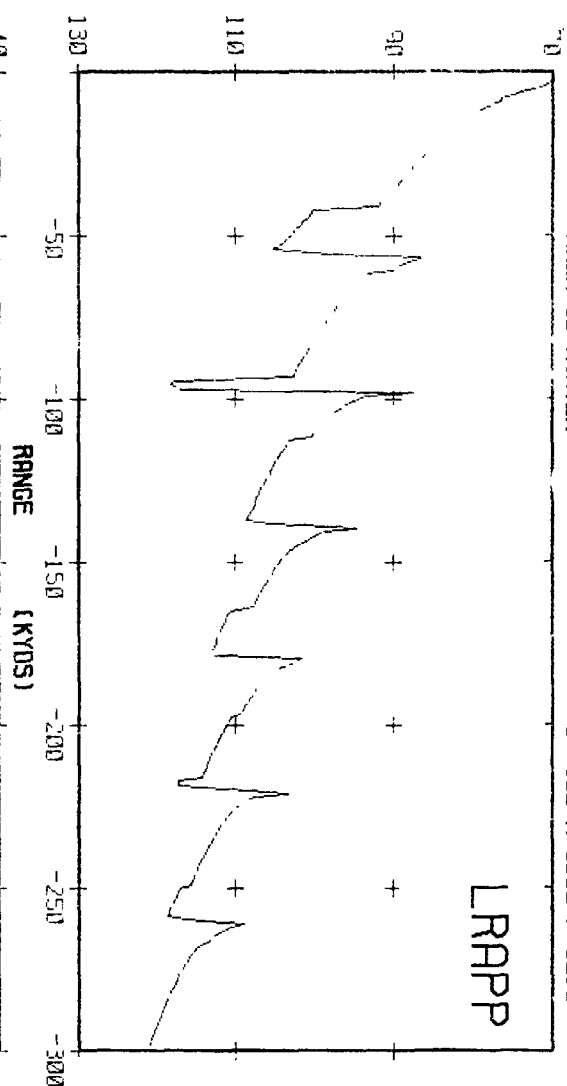


AREA 3B WINTER

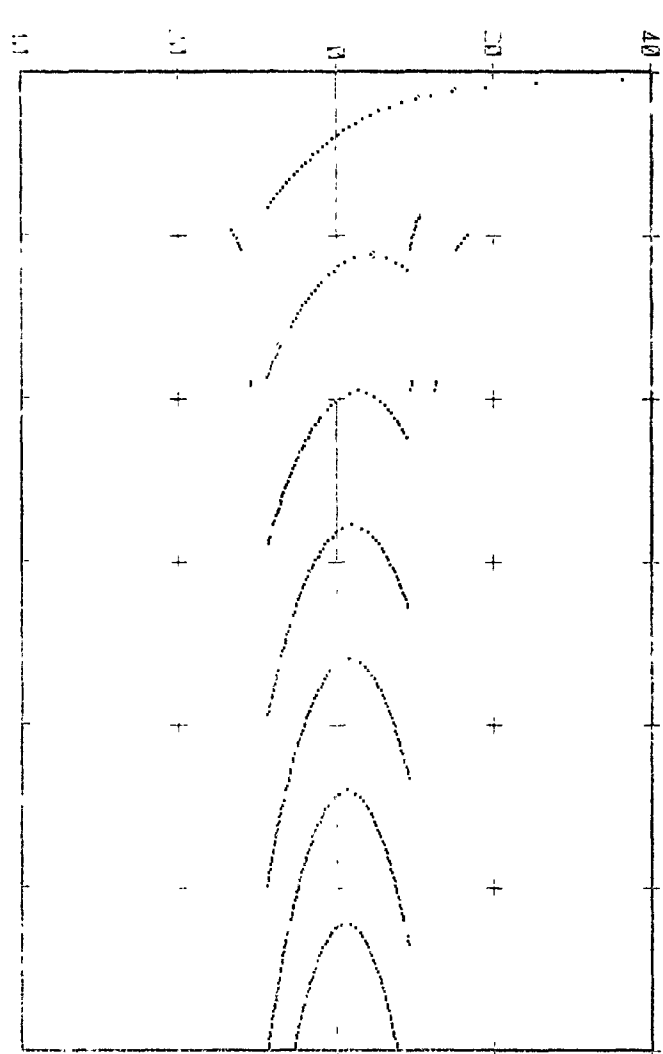
S 300 R 6000 F 1200

1450 M/S 1500 1550

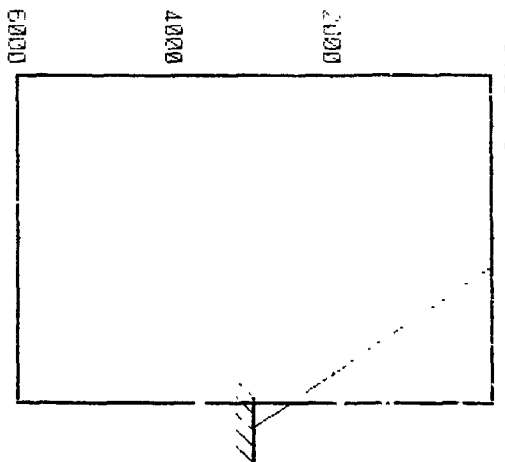
DB LOSS



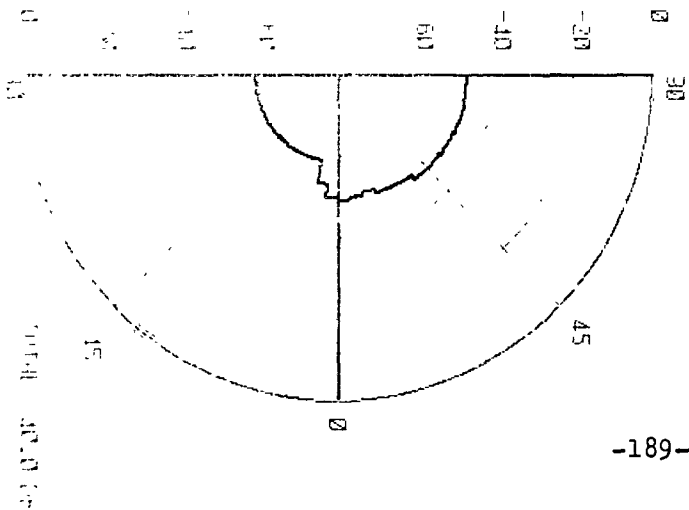
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

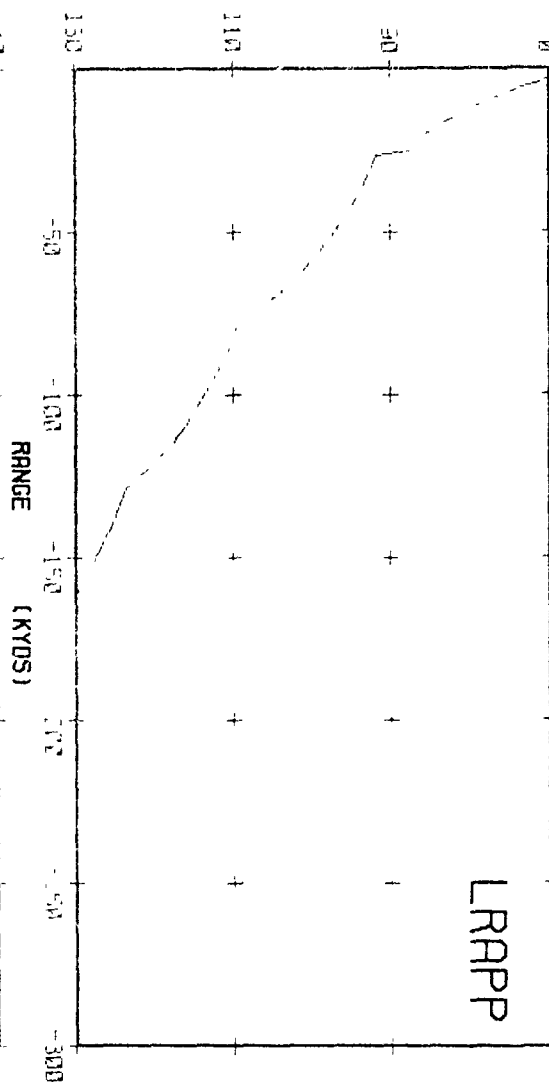


ARRR 38 WINTER

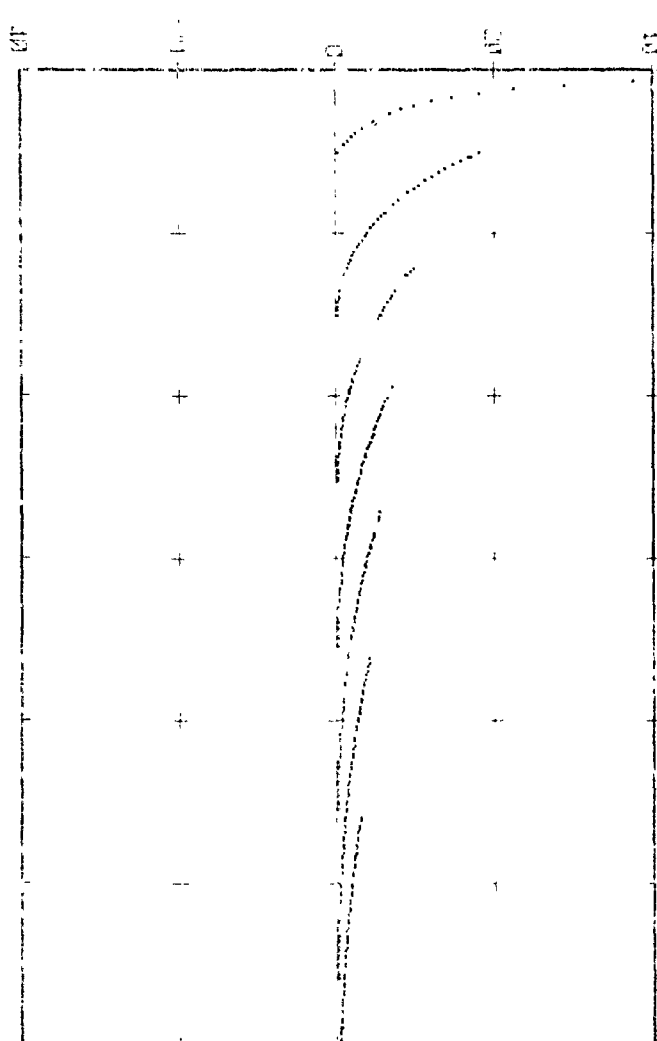
S 20 R 9842 F 1200

LRAPP

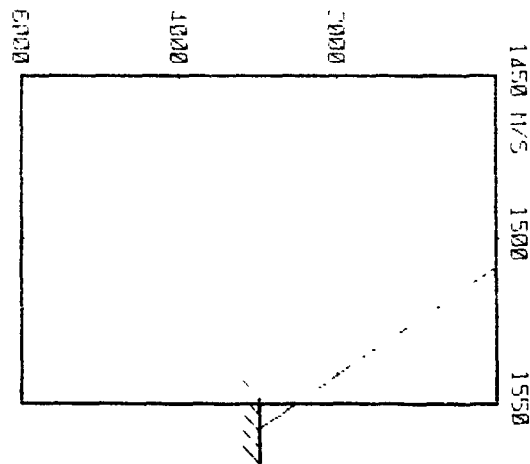
DB LOSS



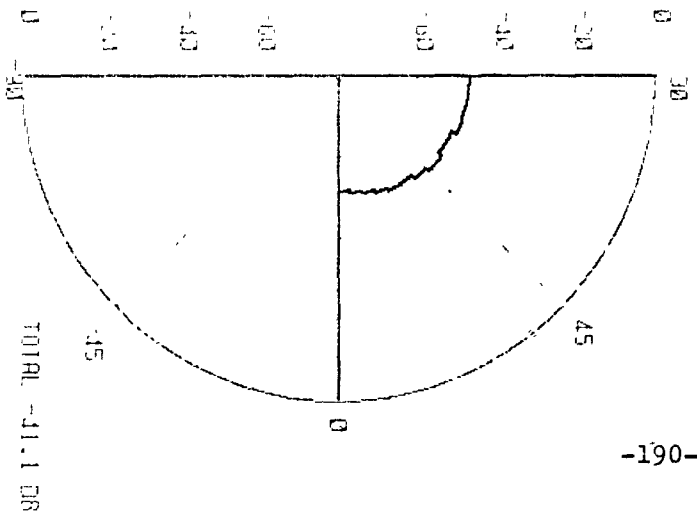
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



-190-

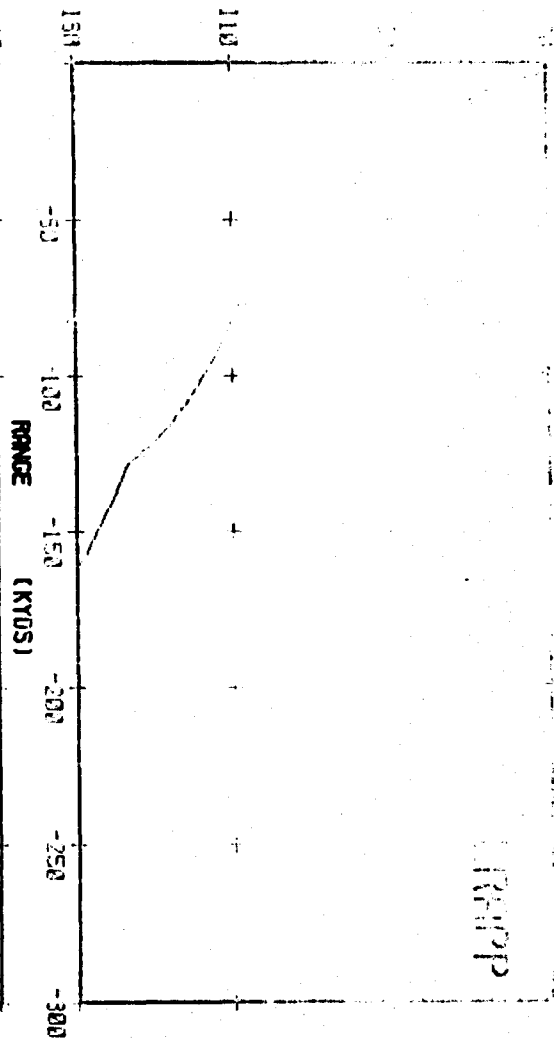
TOTAL -41.1 DB

Acoustic Data

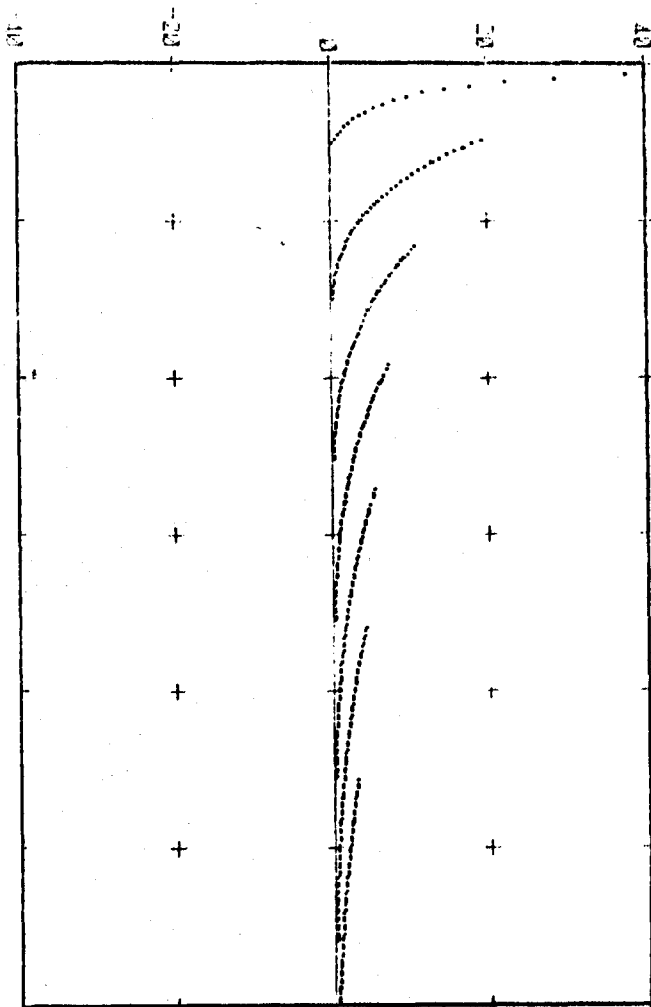
S 50 H 900 F 1000

1400 1450 1500 1550

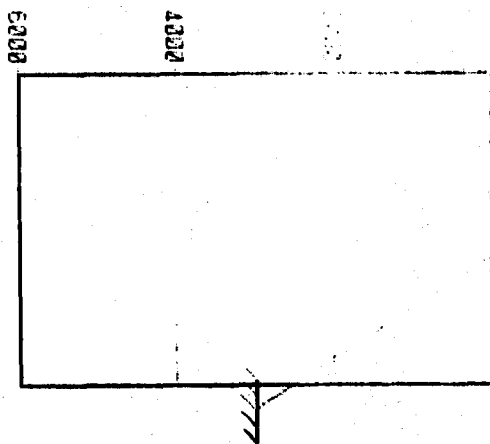
DB LOSS



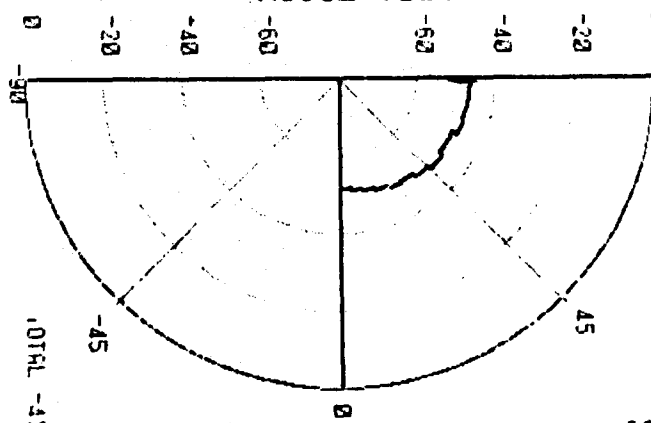
ARRIVAL ANGLE

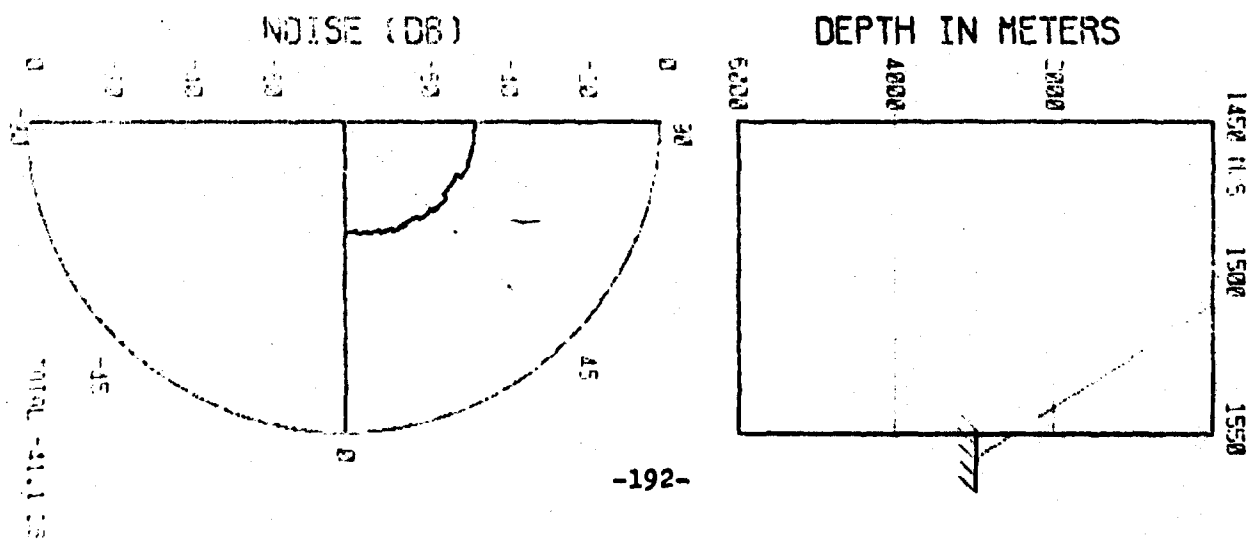
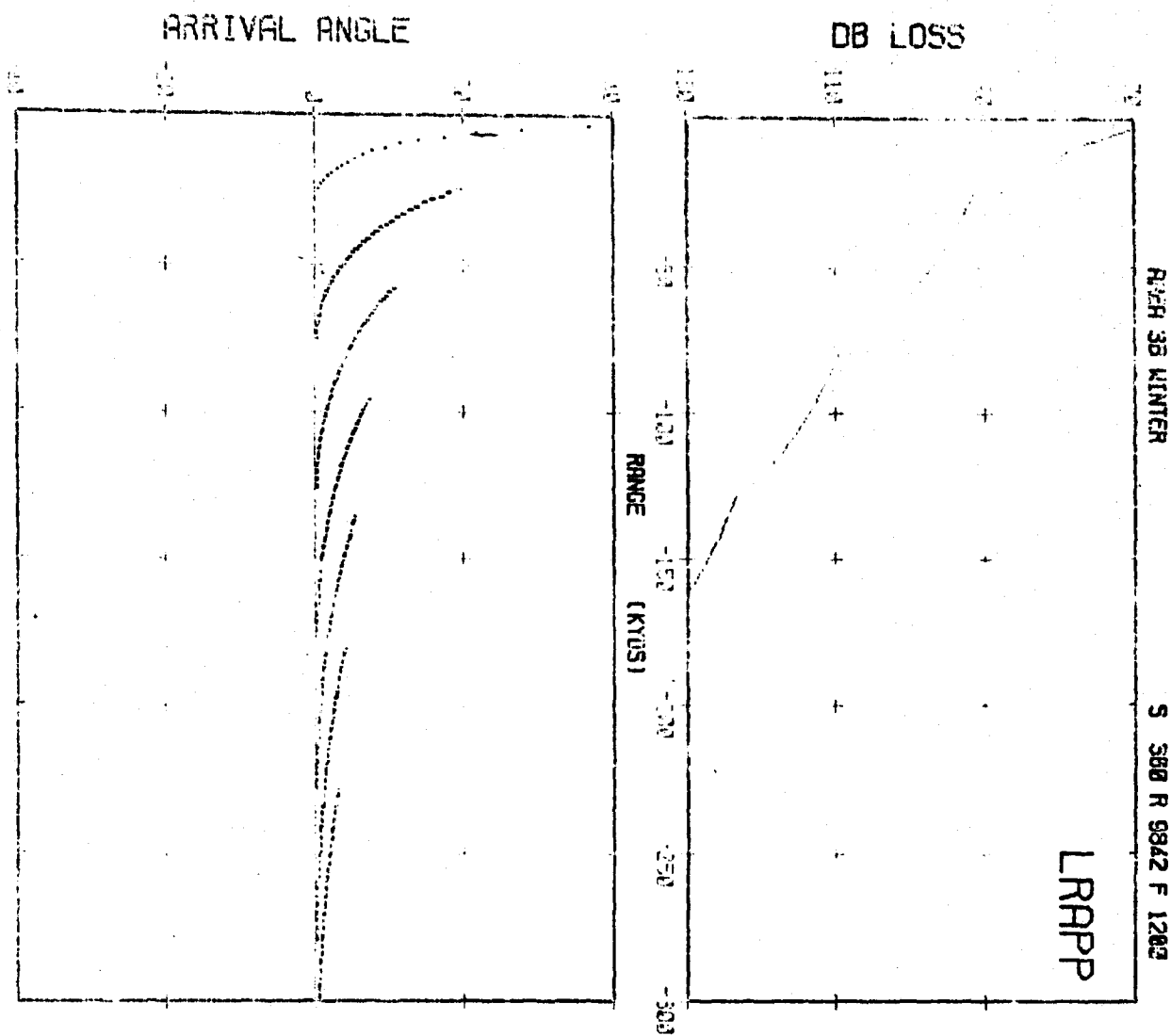


DEPTH IN METERS



NOISE (DB)



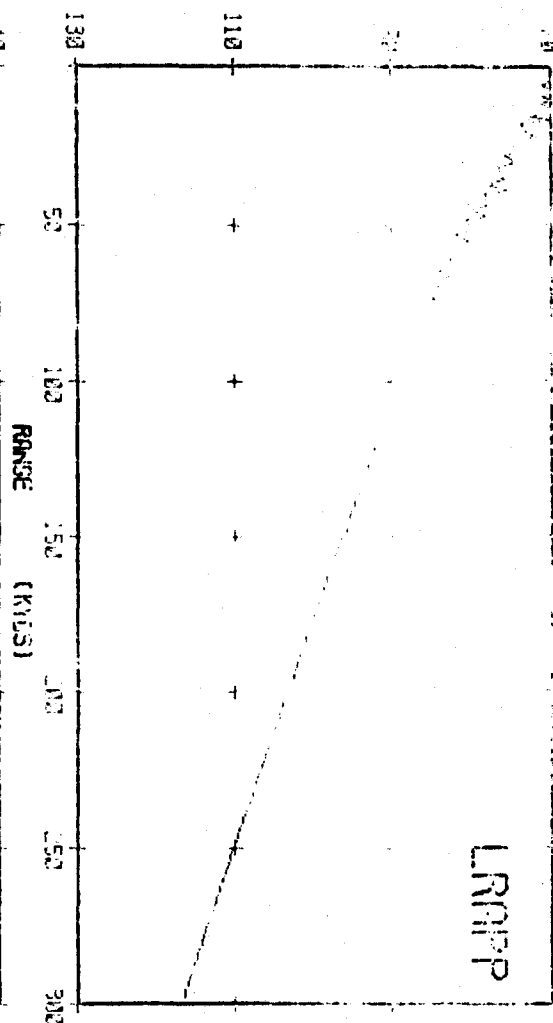


Range 500 METER

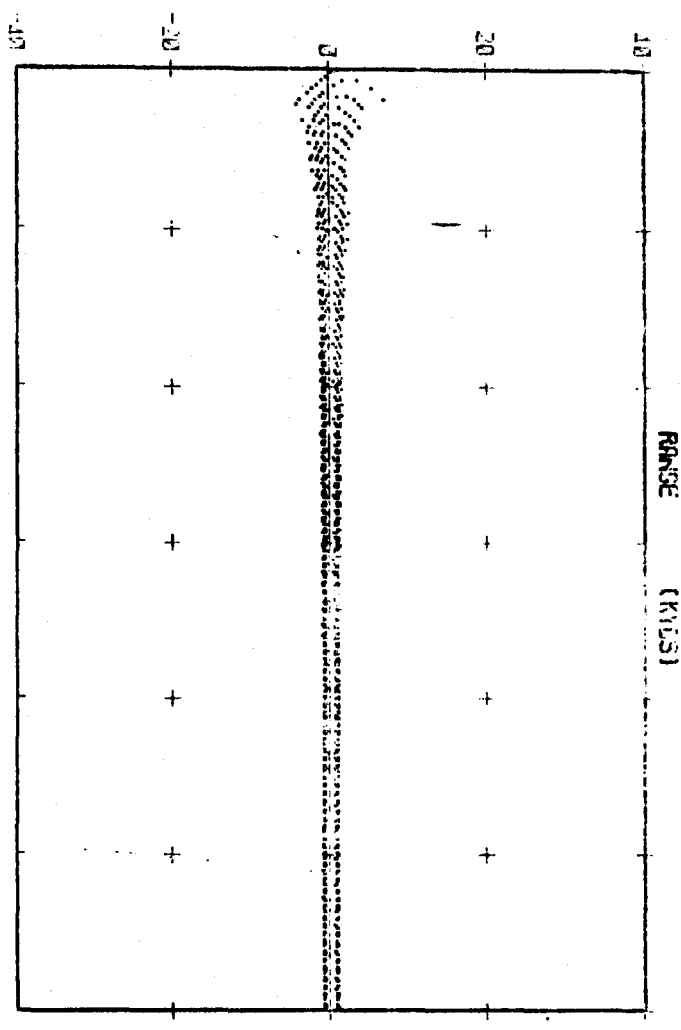
3 20 N 60 F 2003

1400 to 3 150N 1550

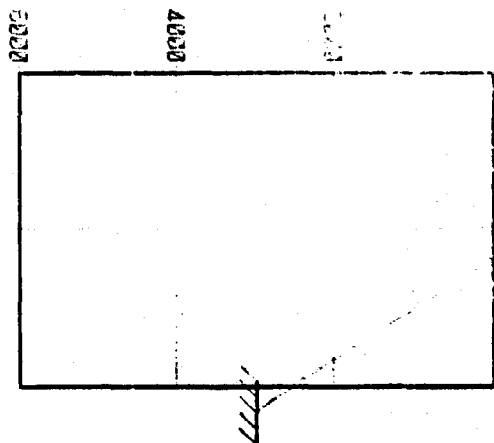
DB LOSS



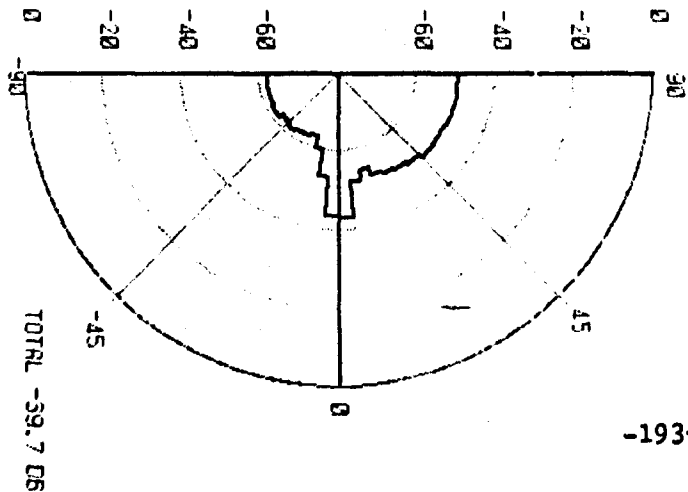
ARRIVAL ANGLE

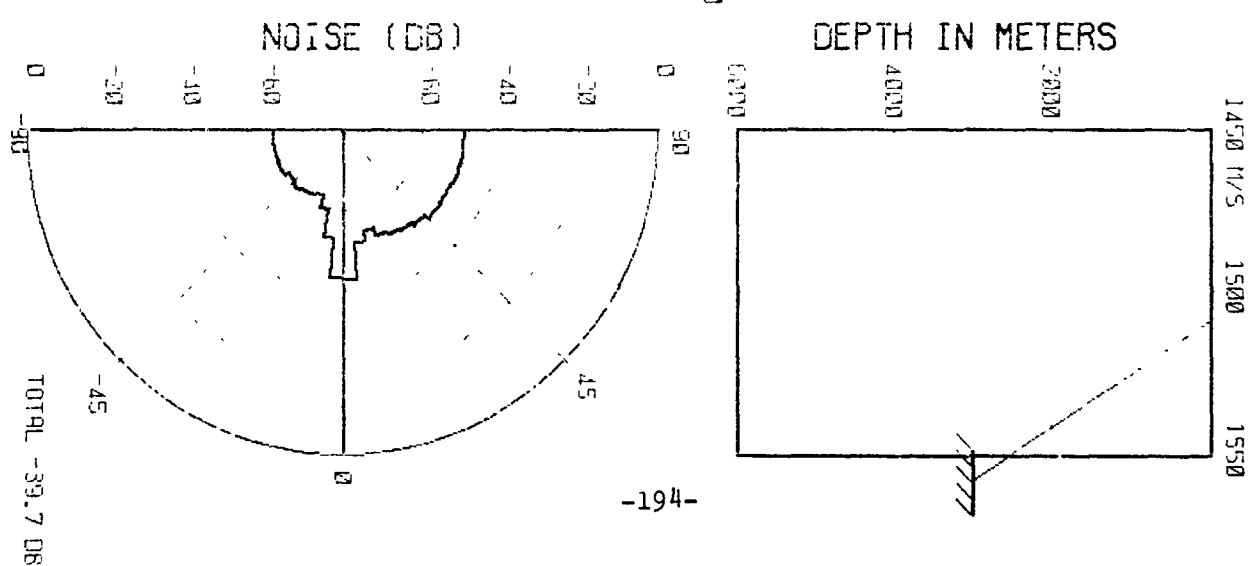
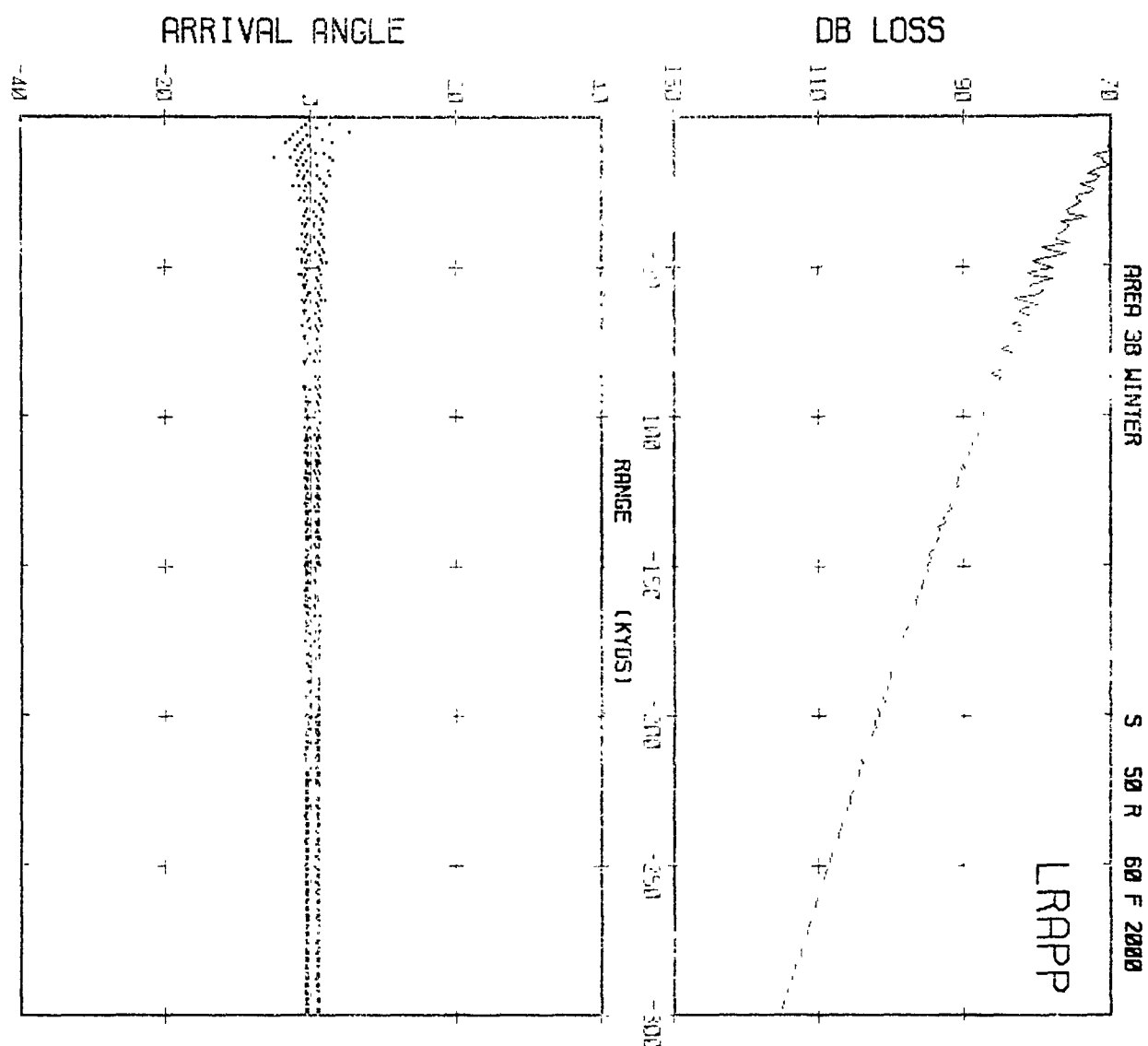


DEPTH IN METERS



NOISE (DB)



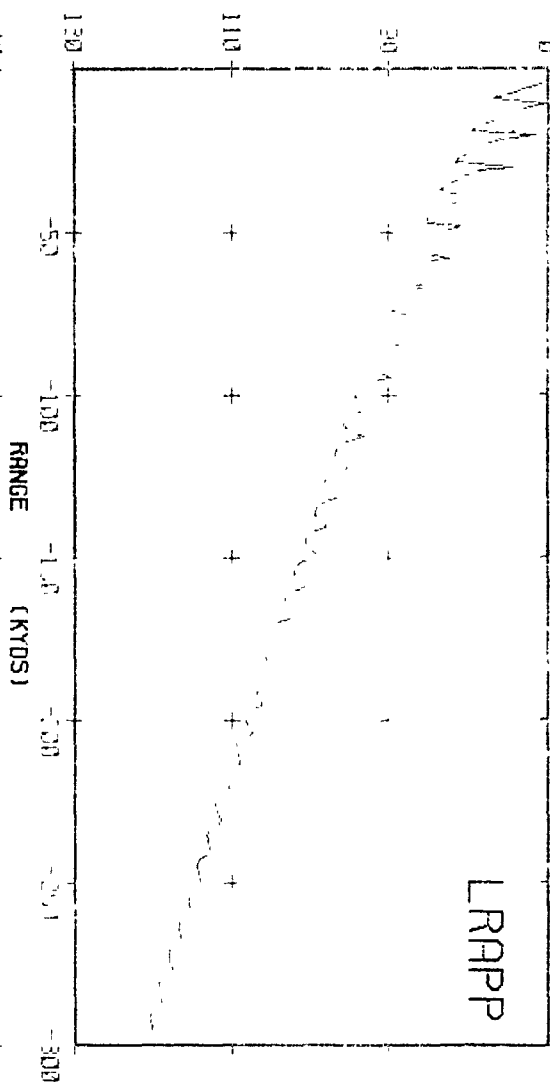


PRER 3B WINTER

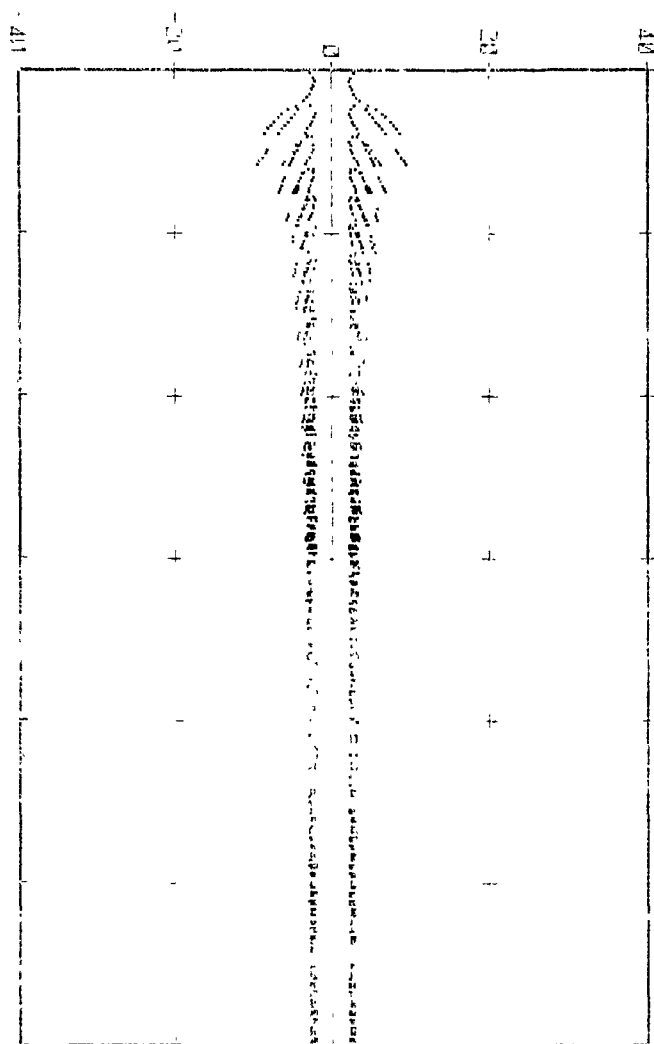
S 300 R 60 F 2000

1450 11/5 1500 1550

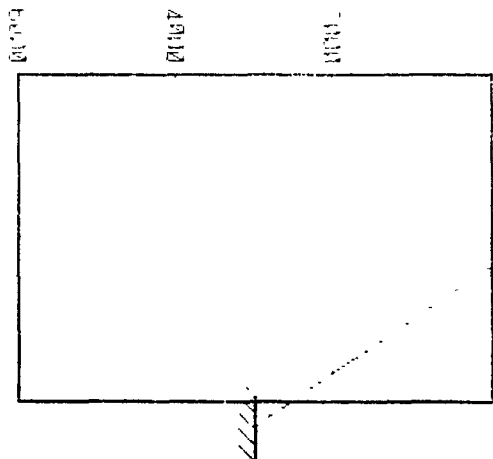
DB LOSS



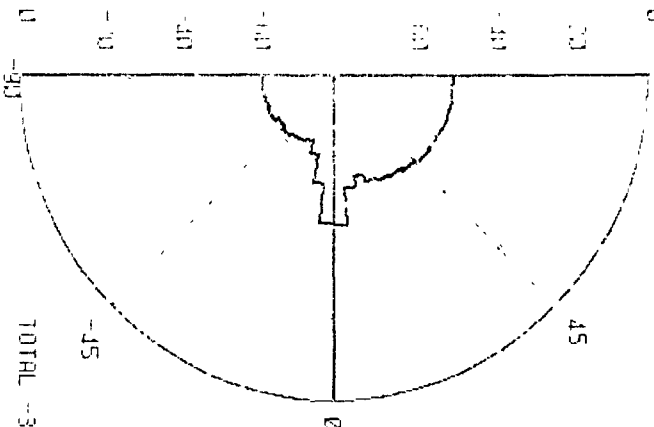
ARRIVAL ANGLE



DEPTH IN METERS

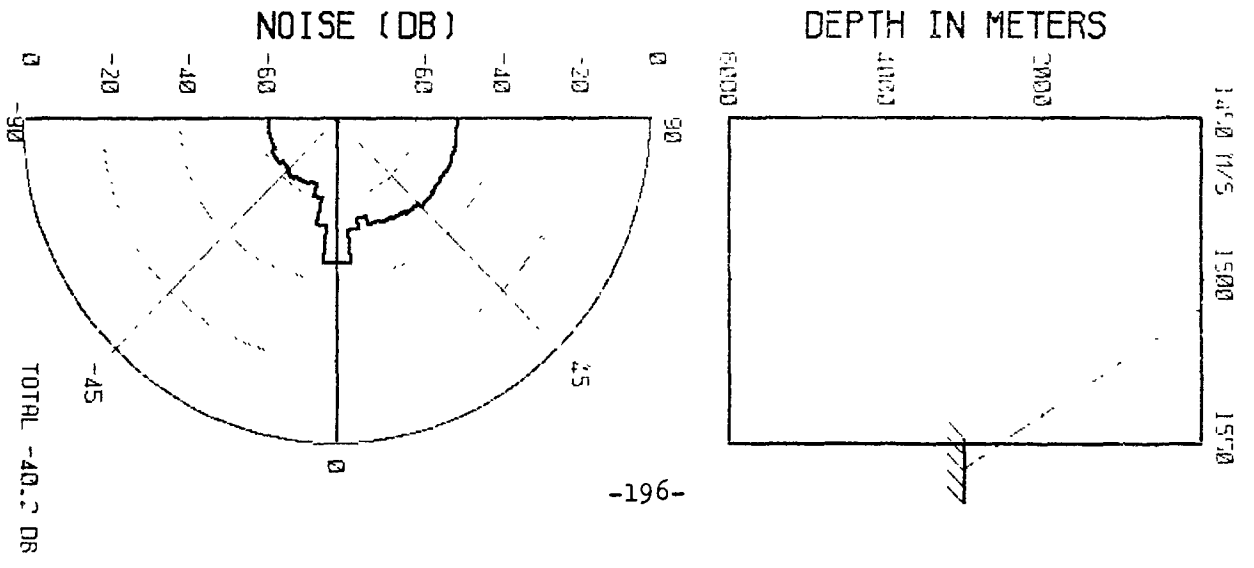
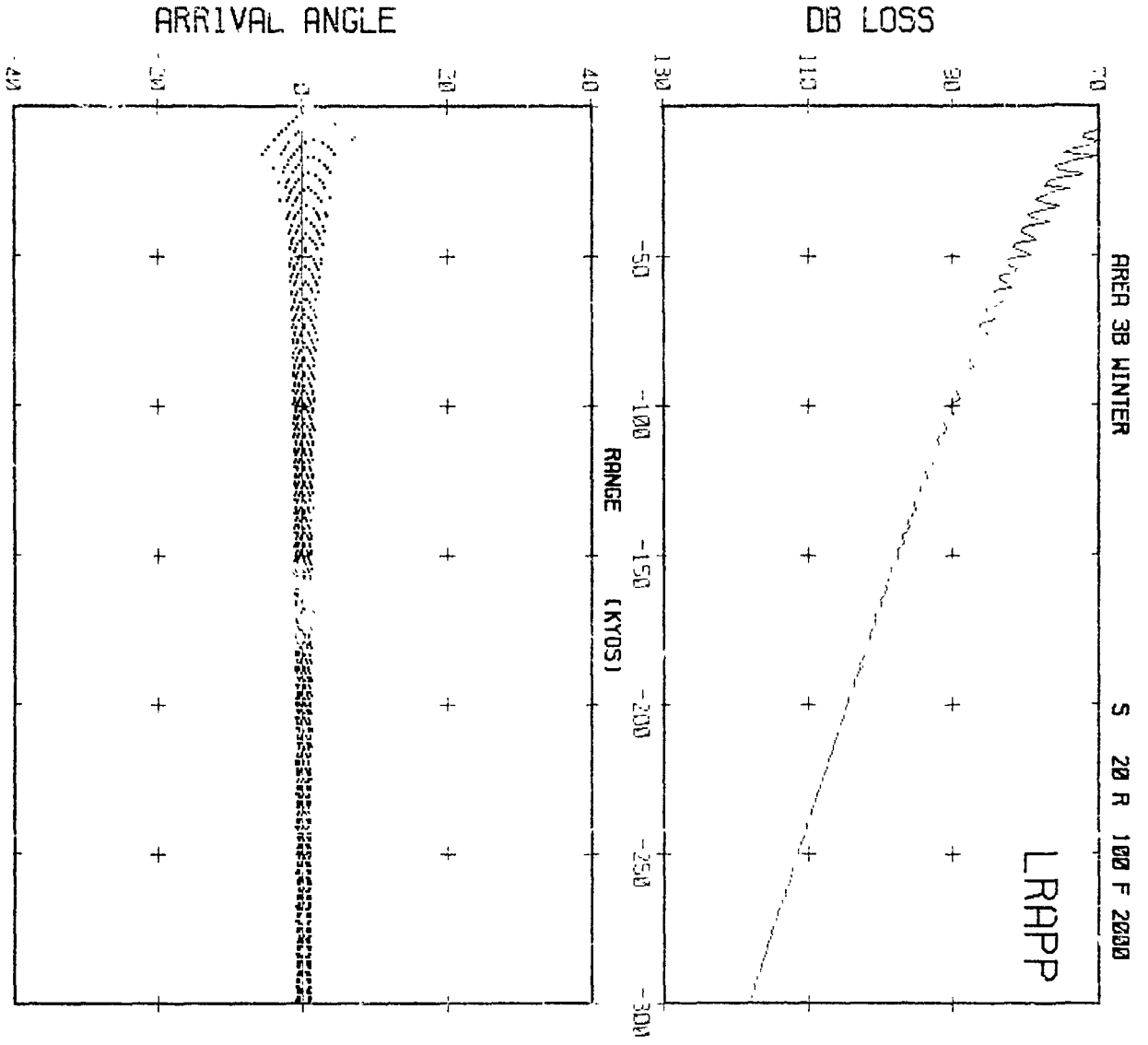


NOISE (??)



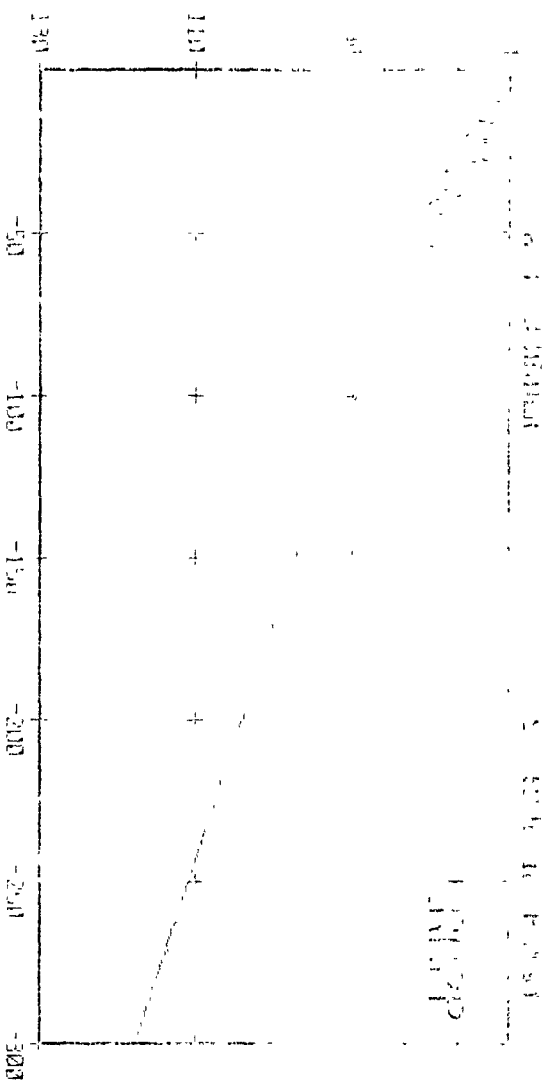
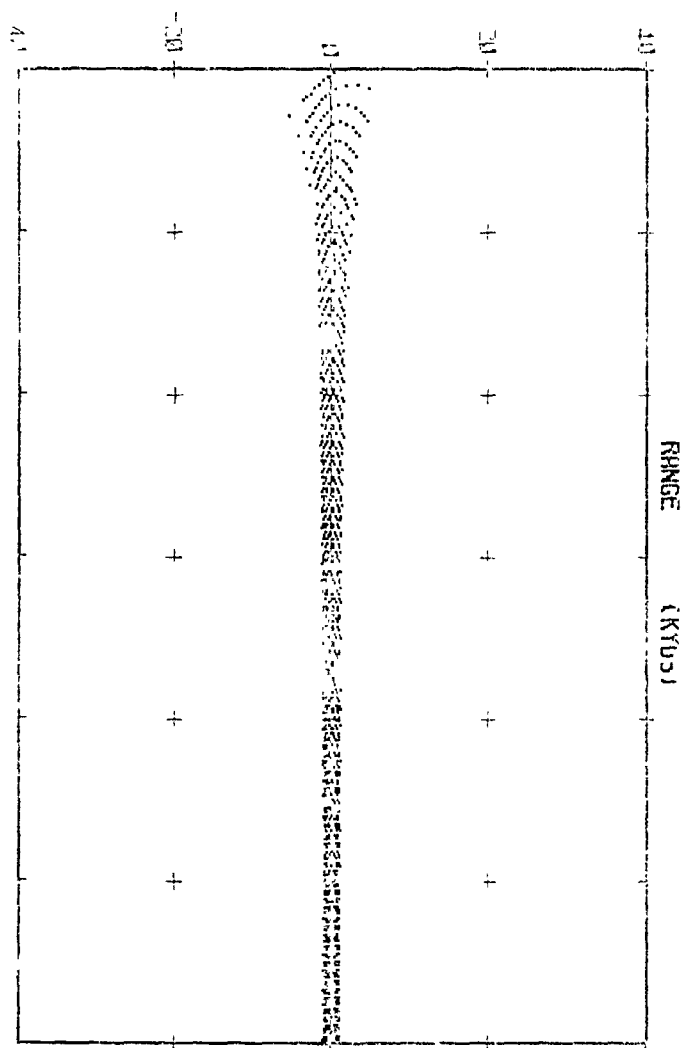
TOTAL -39.7 DB





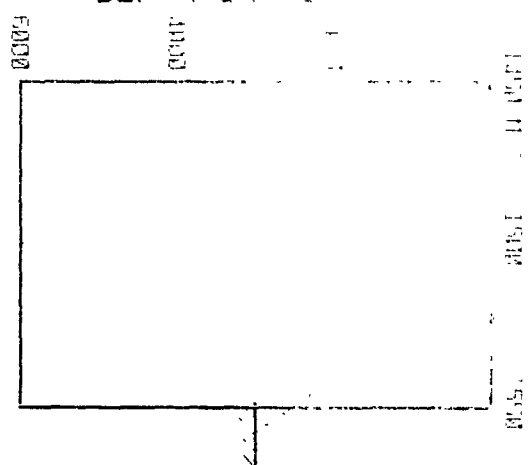
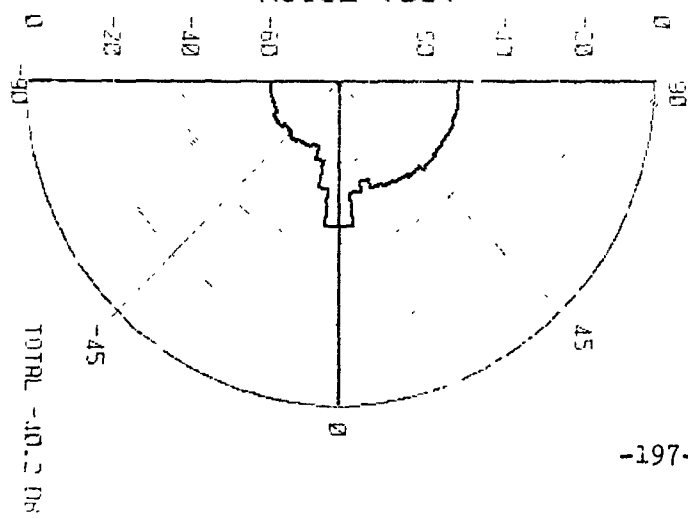
ARRIVAL ANGLE

DB LOSS



NOISE (DB)

DEPTH IN FEET

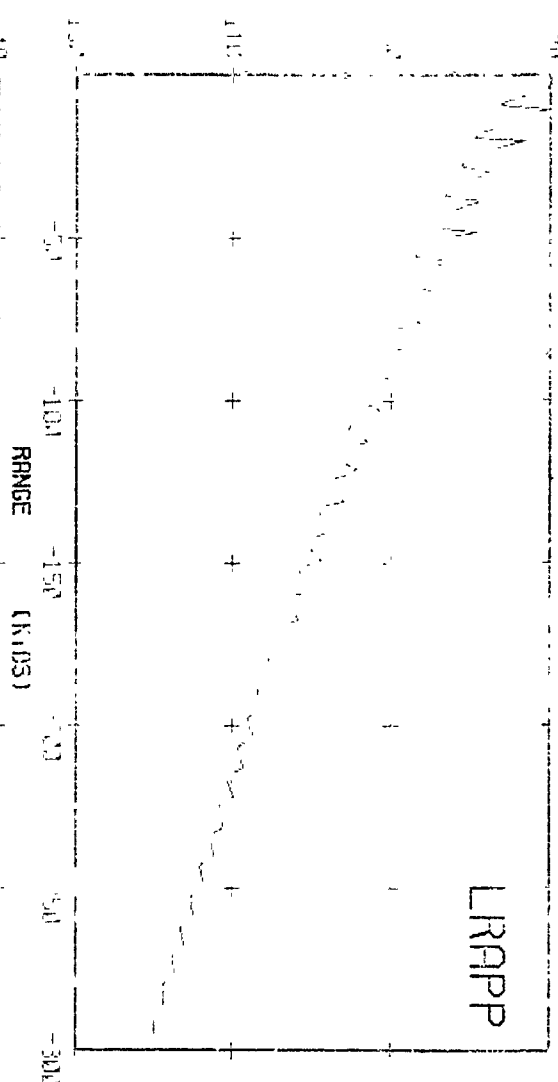


RICHIE SW. ALIEN

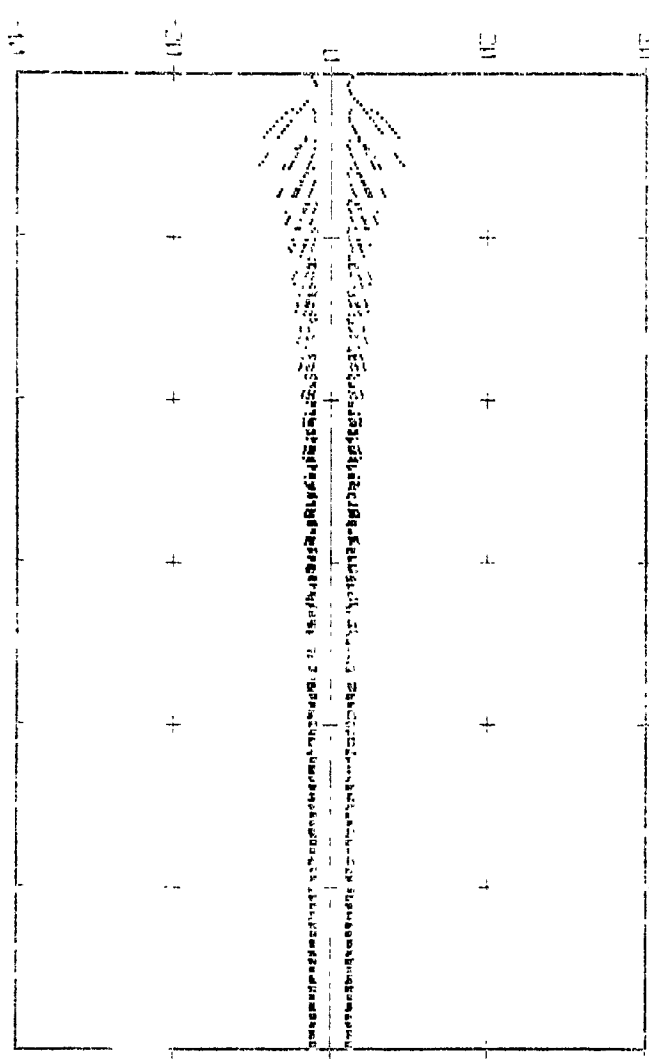
S 360 R 100 F 2020

1450 H. S. 1500 1550

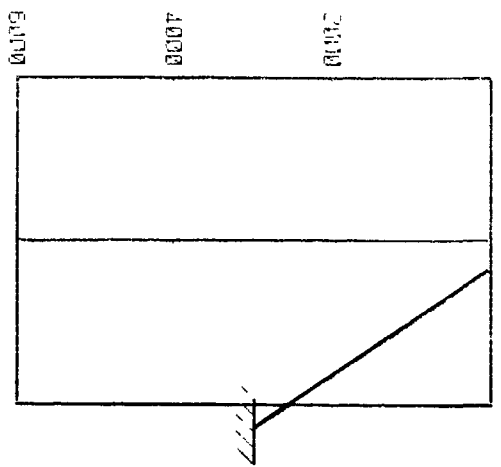
DB LOSS



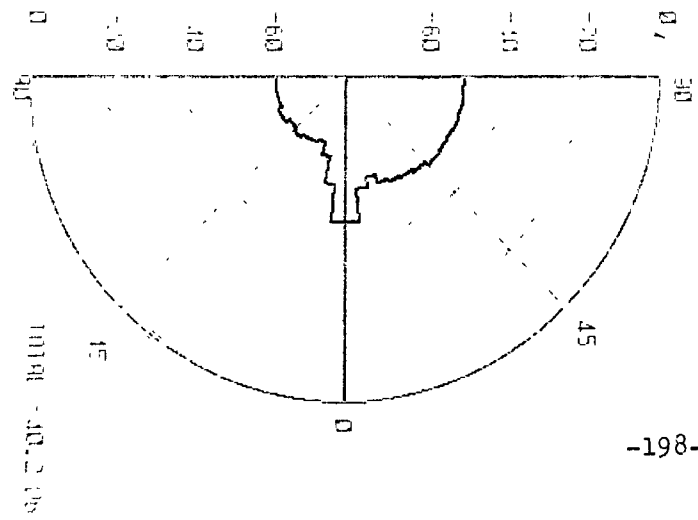
ARRIVAL ANGLE

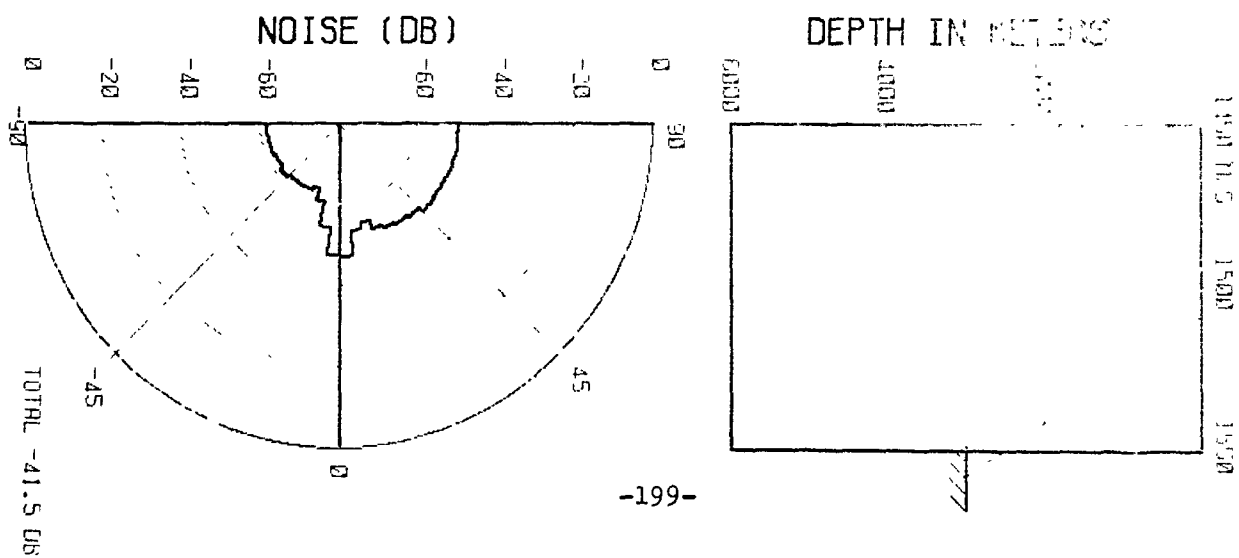
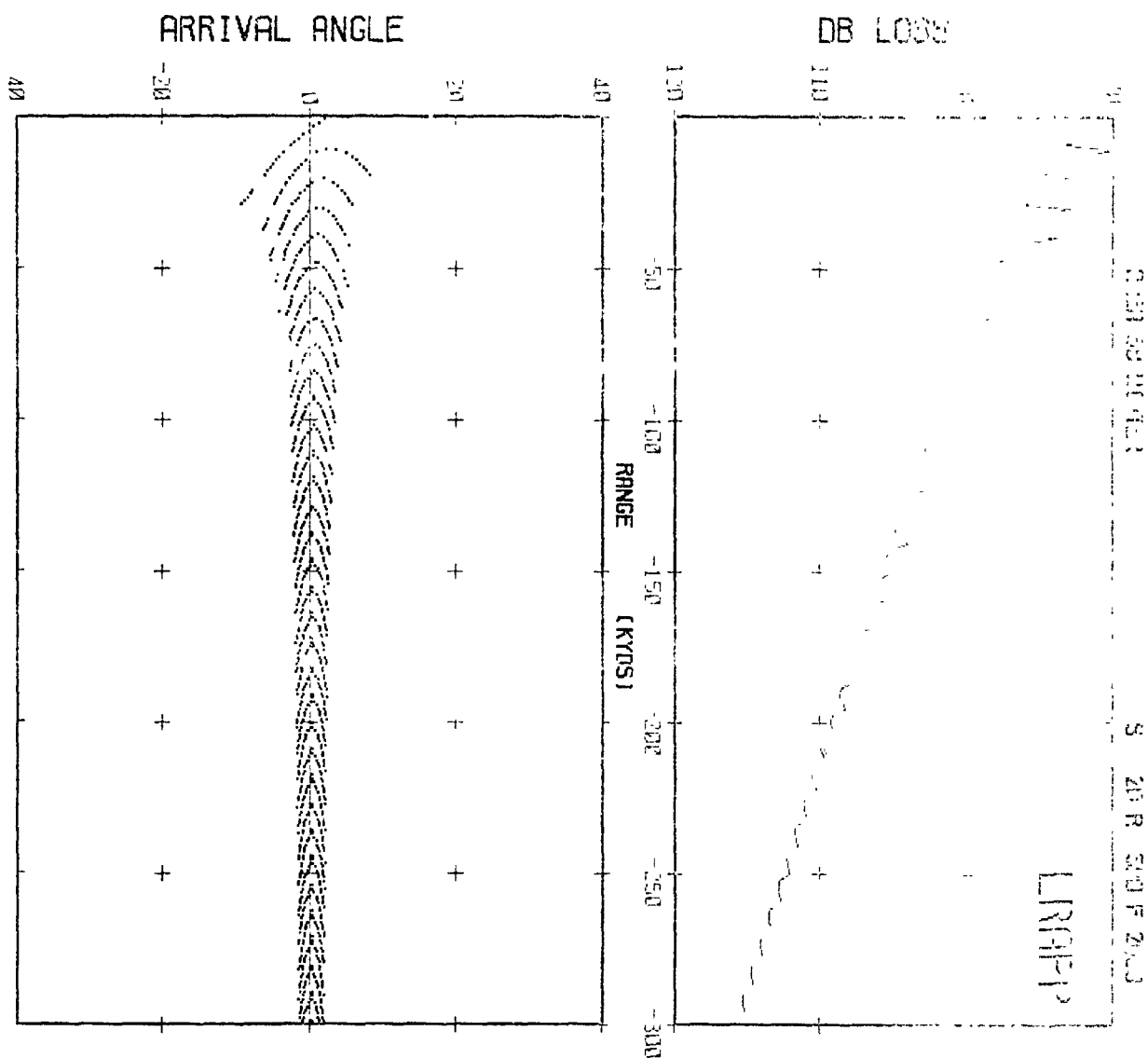


DEPTH IN METERS



NOISE (DB)



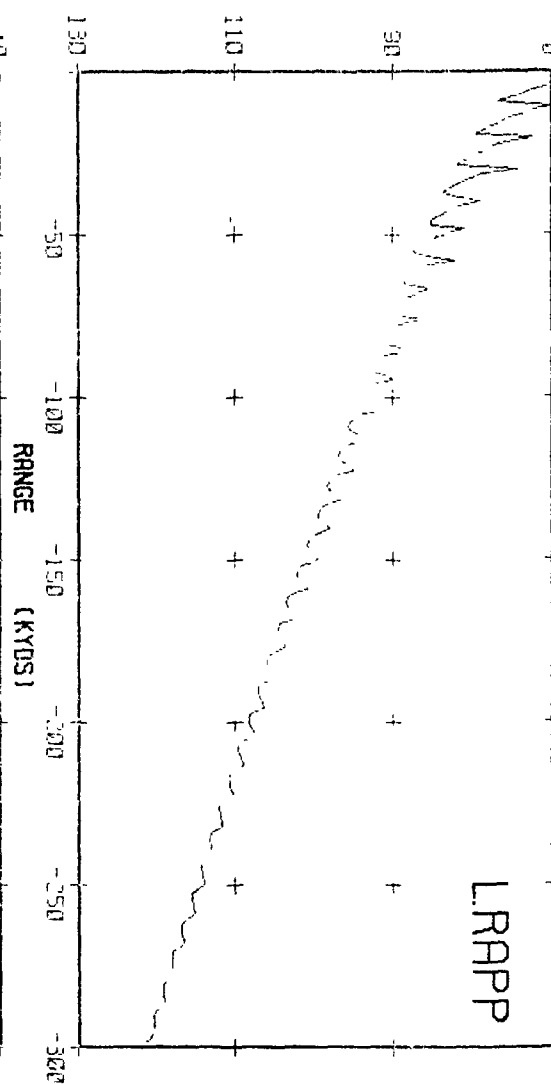


AREA 3B WINTER

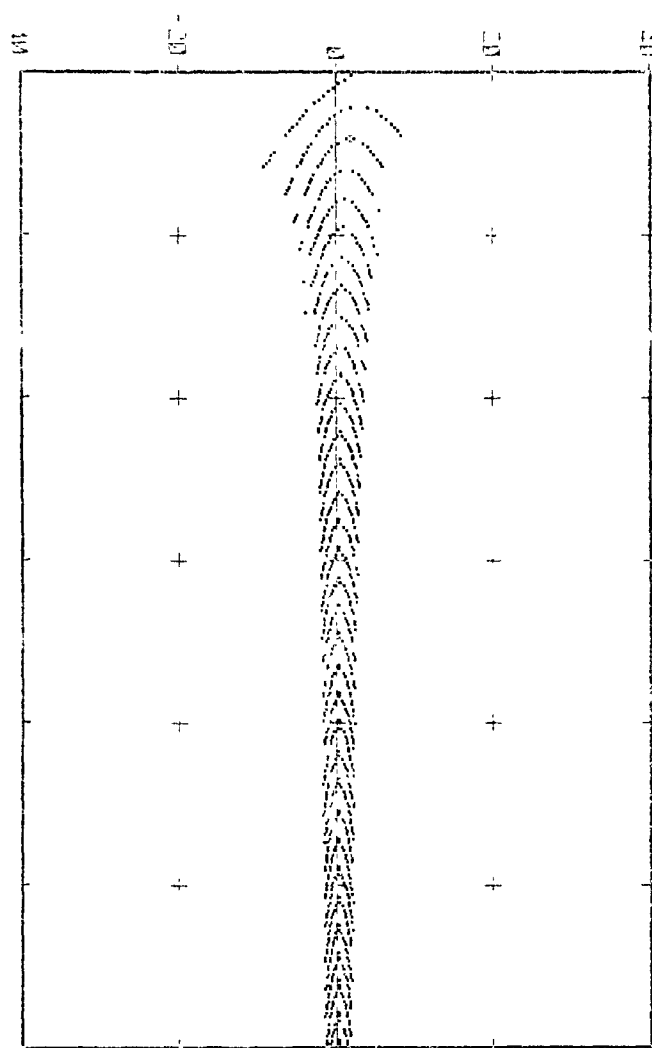
S 50 R 300 F 2000

1450 H/S 1500 1550

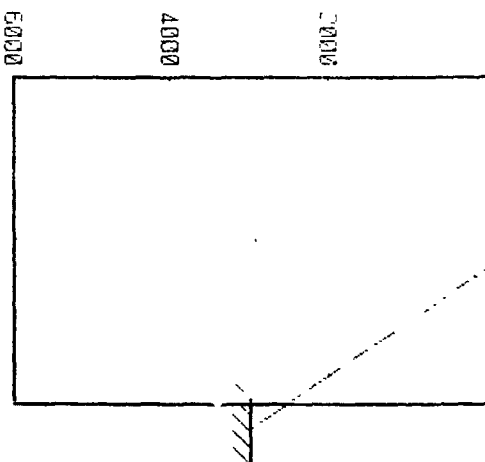
DB LOSS



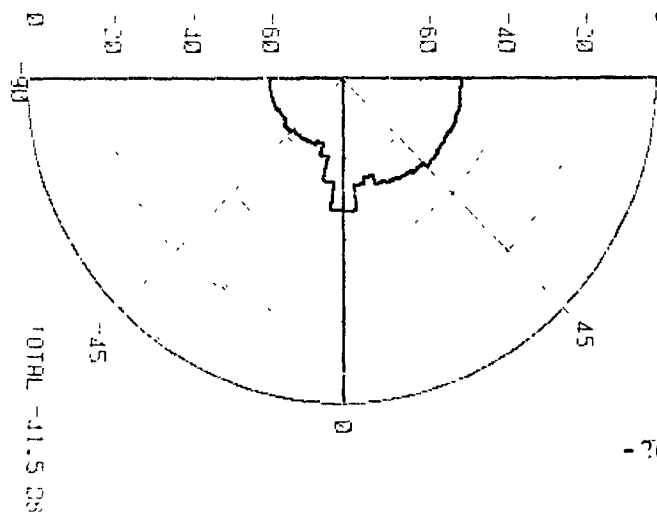
ARRIVAL ANGLE

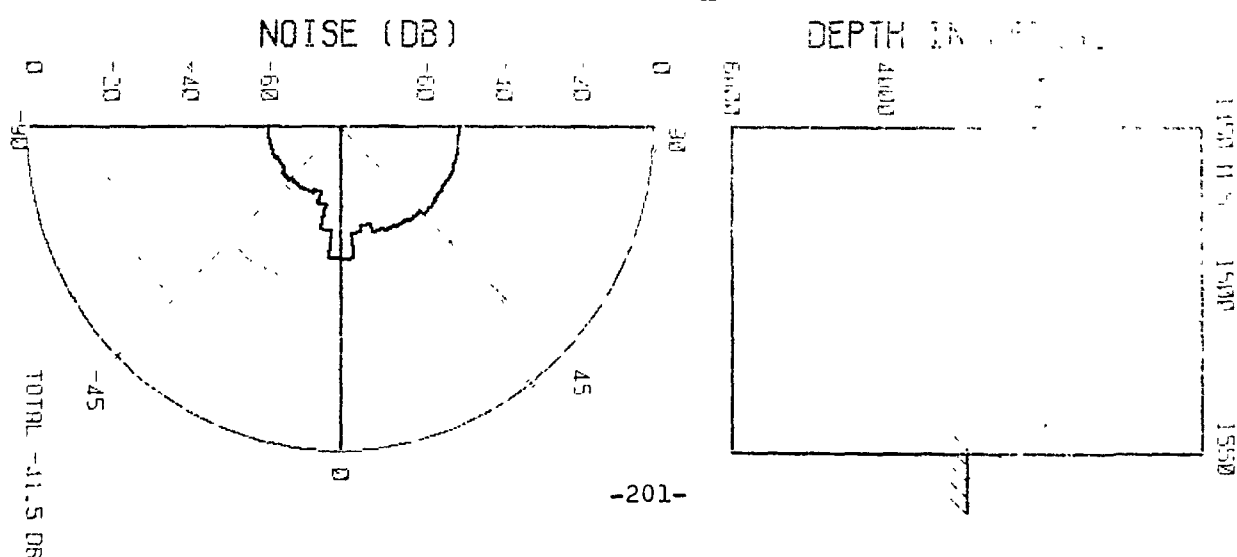
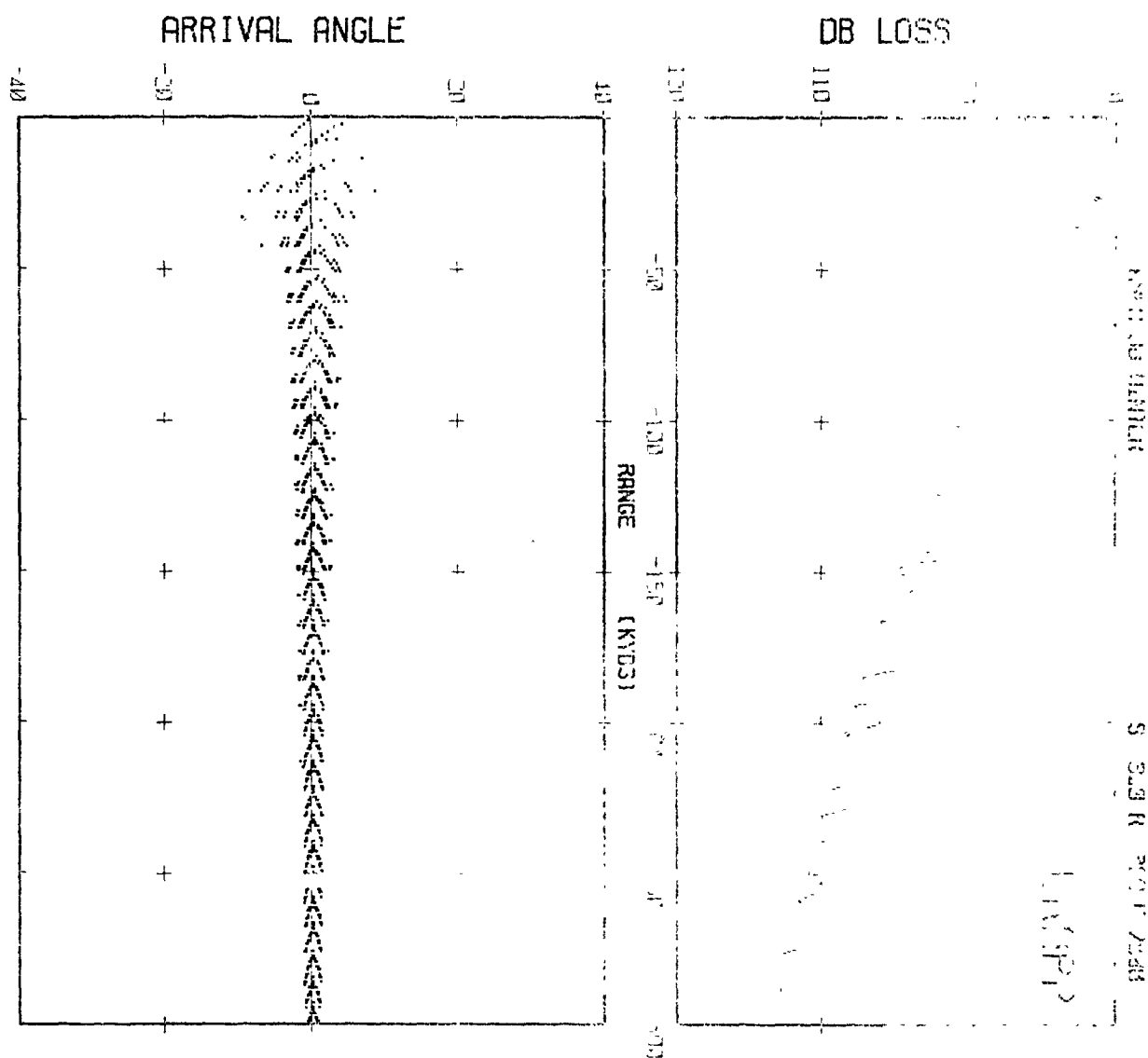


DEPTH IN METERS



NOISE (DB)



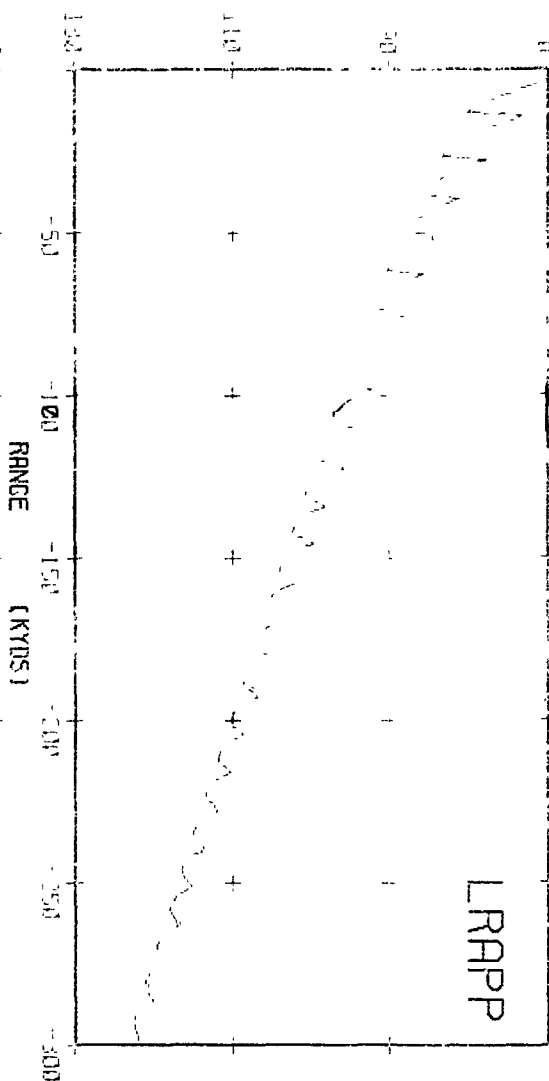


R/CB 33 MINTER

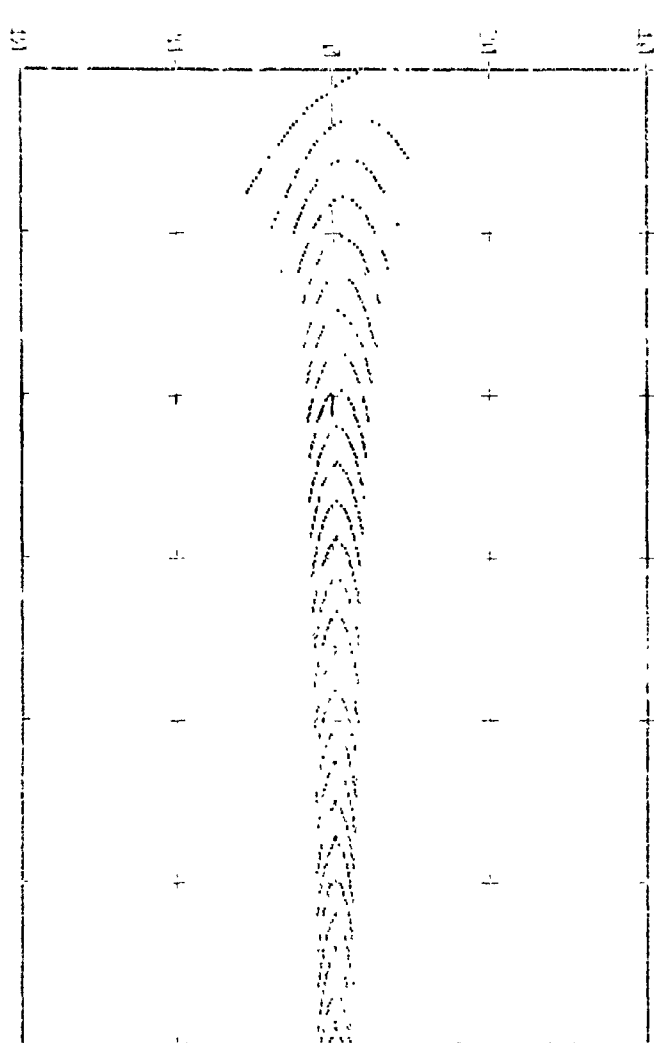
S 28 R 500 F 2000

1450 11.5 1500 1550

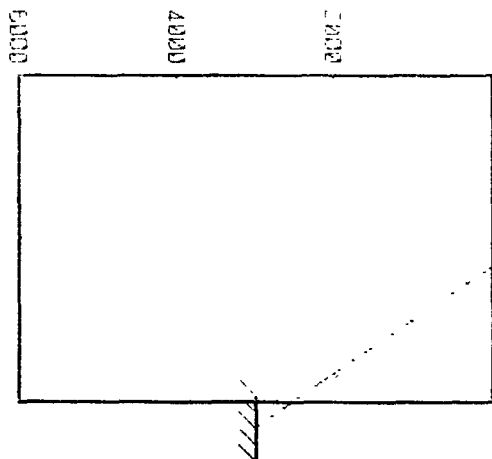
DB LOSS



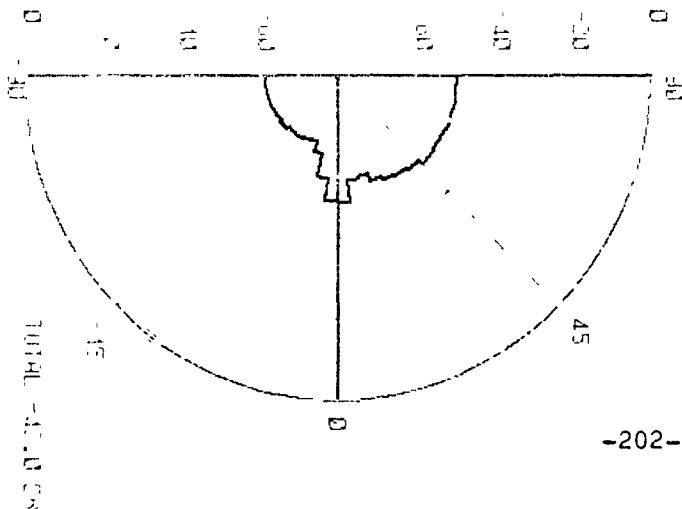
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

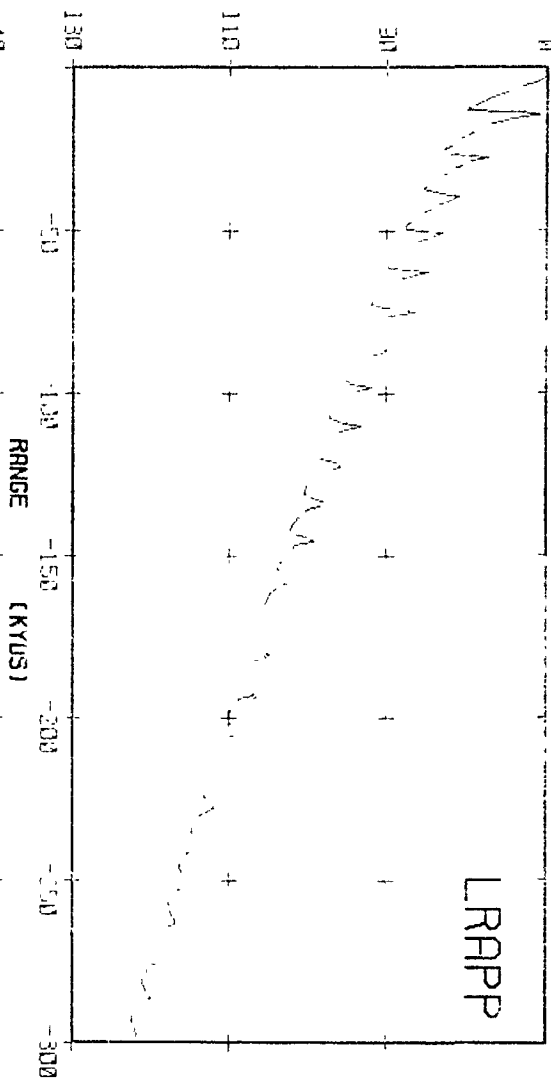


AREA 38 MINTER

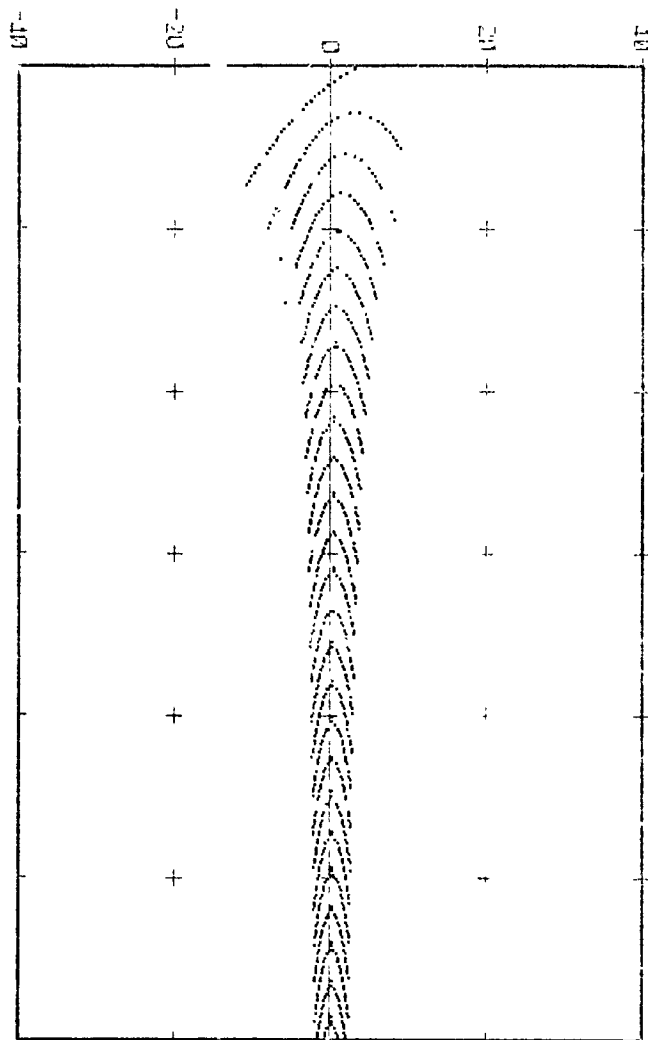
S 50 R 500 F 2000

LRAPP

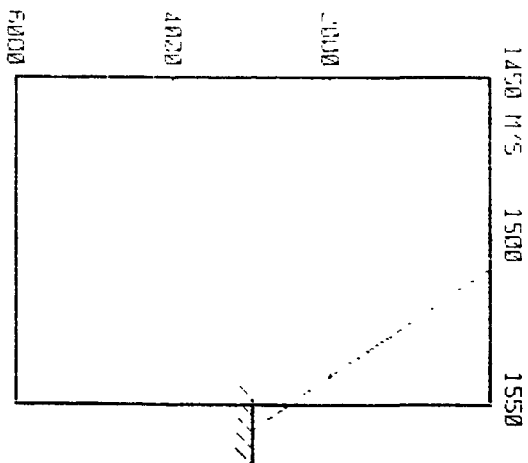
DB LOSS



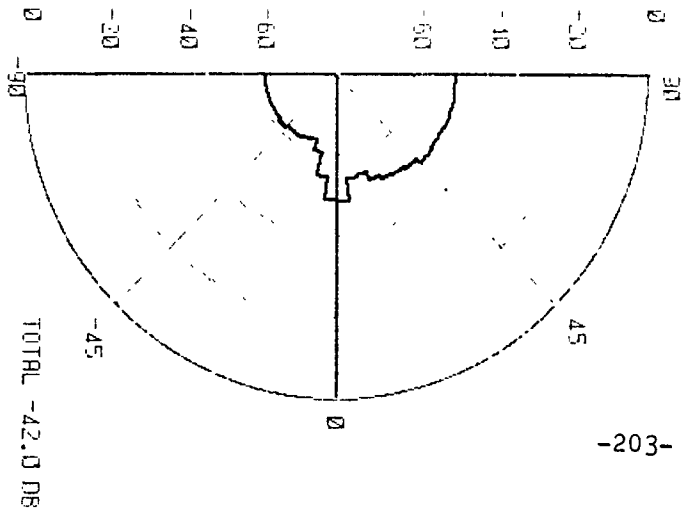
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



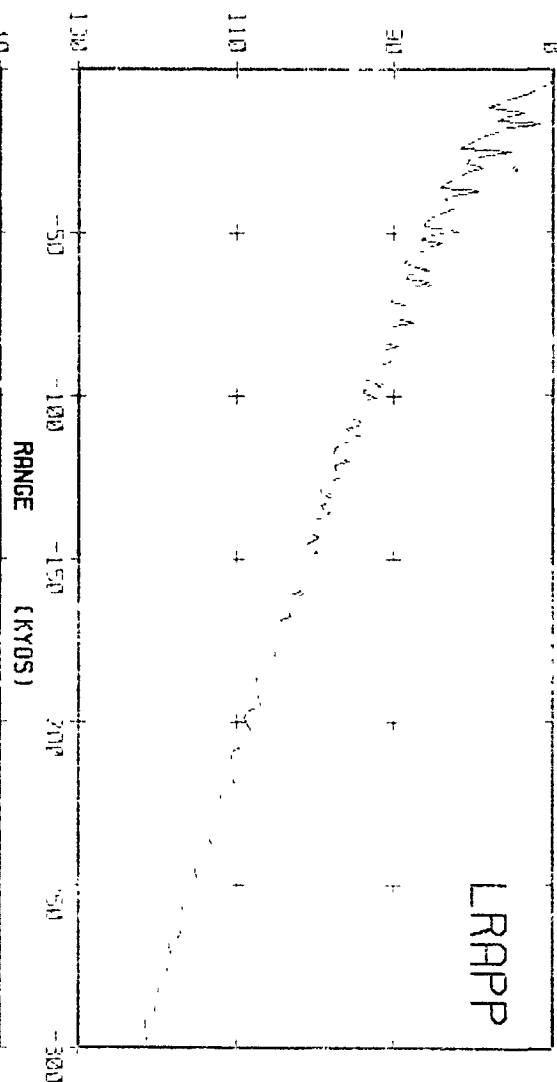


AKER 38 WINTER

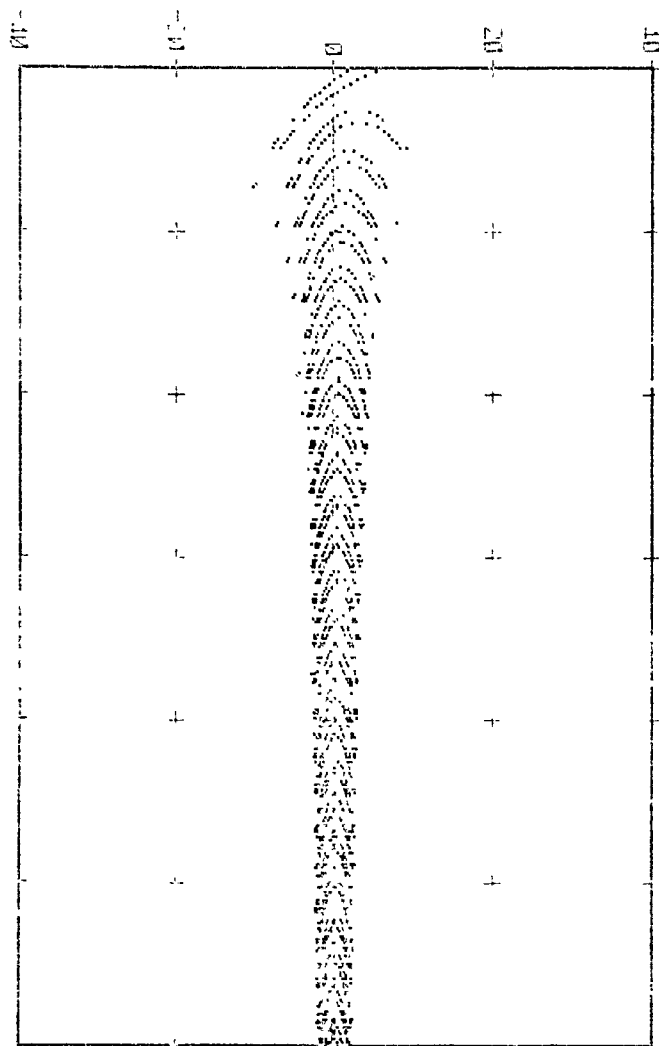
S 300 R 500 F 2000

1450 H 5 1500 1510

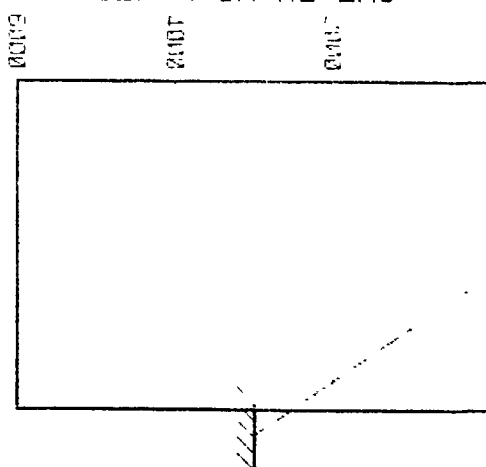
DB LOSS



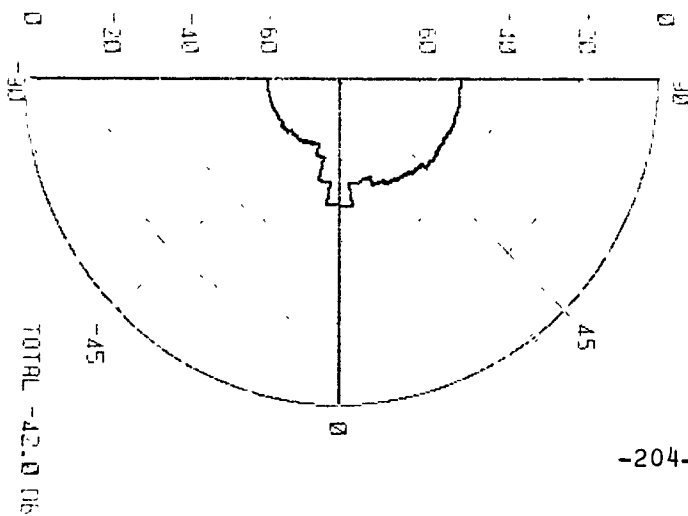
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

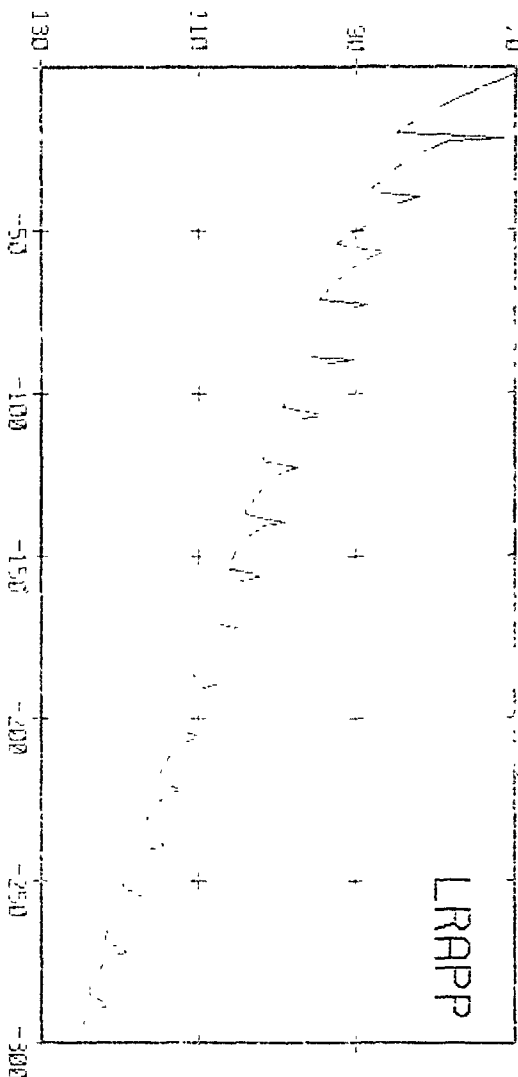


FINER 30 MINUTE

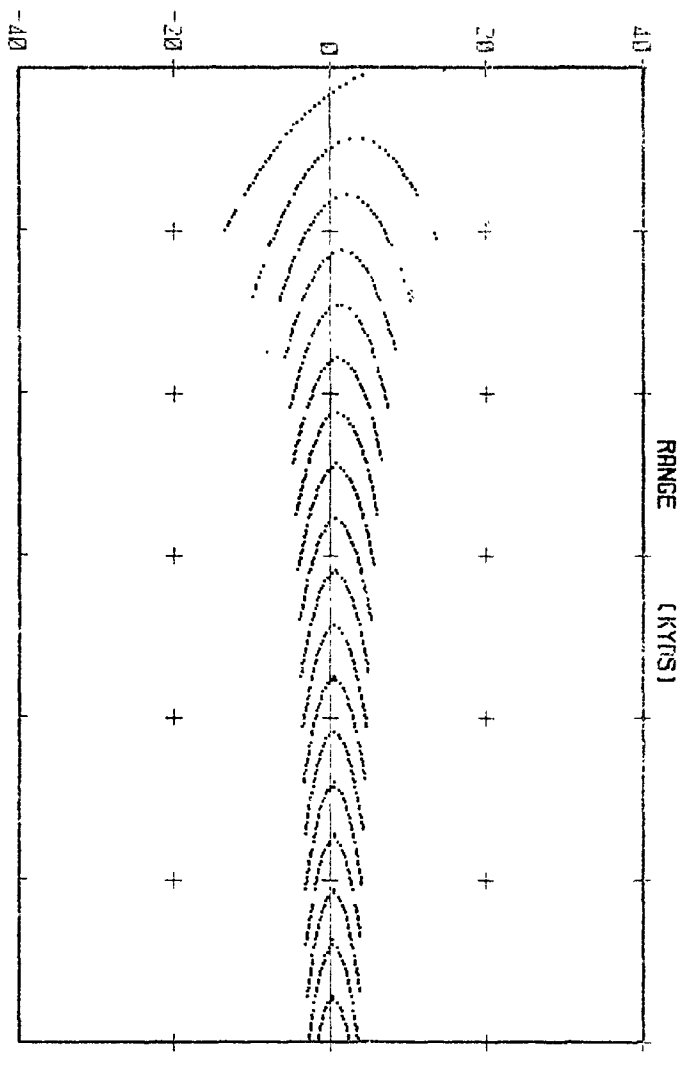
S 20 R 1600 F 2000

14.0 11/5 1500 1550

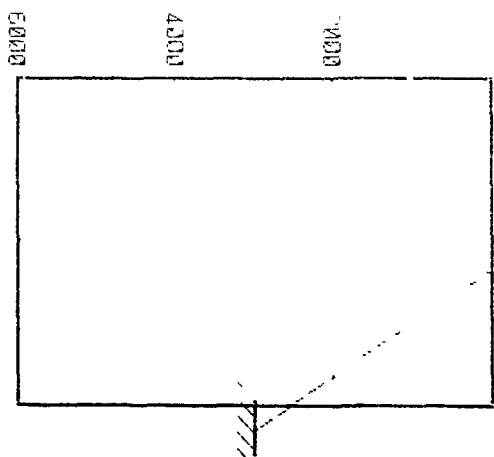
DB LOSS



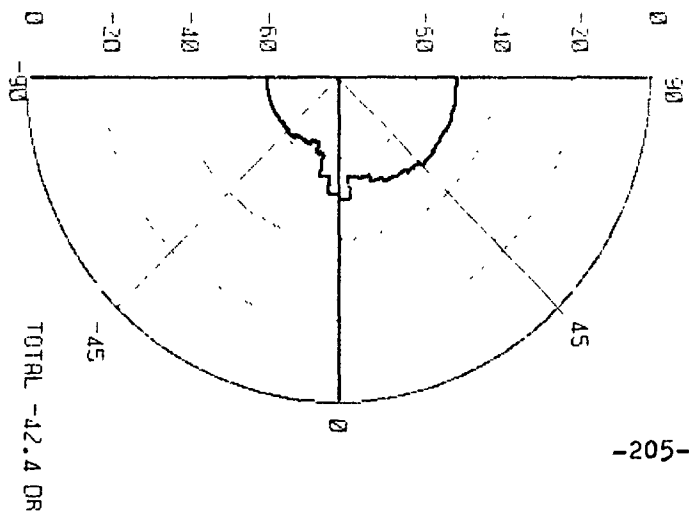
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

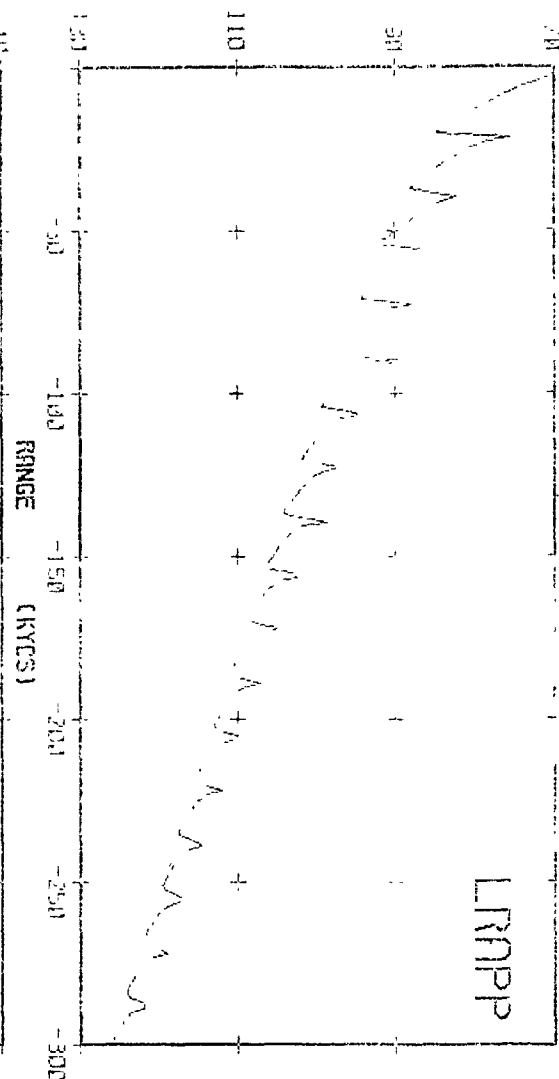


PREP 38 UNITER

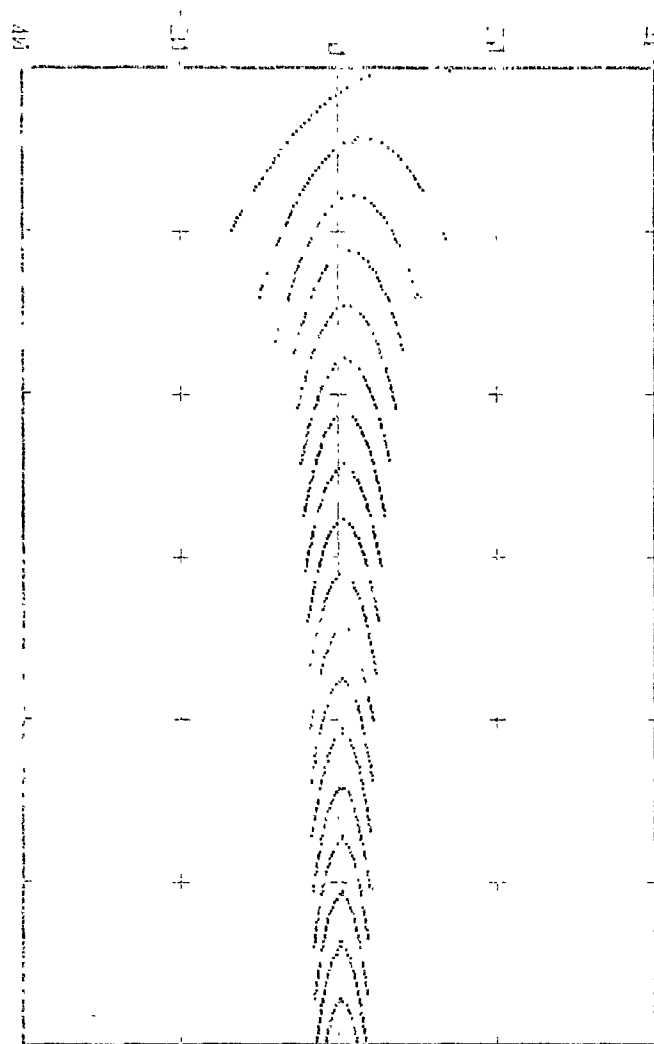
S 59 R 1000 F 2030

1450 1455 1500 1550

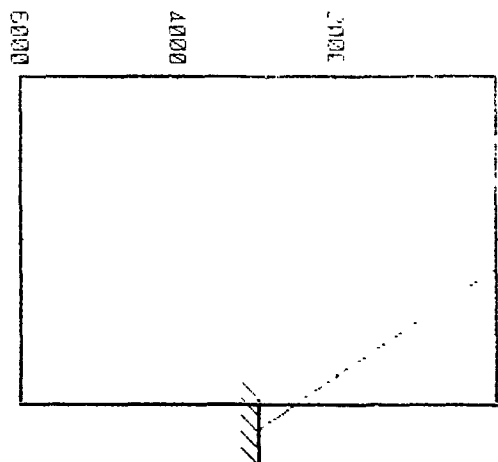
DB LOSS



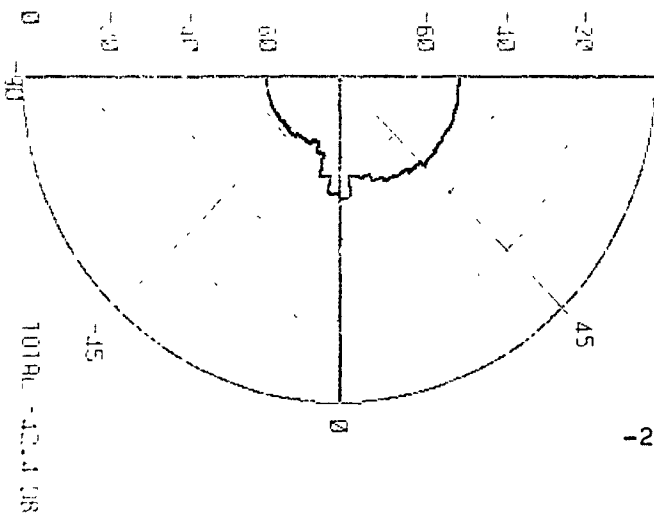
ARRIVAL ANGLE

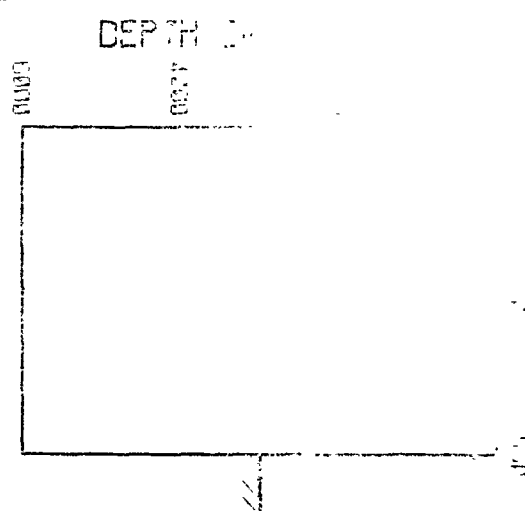
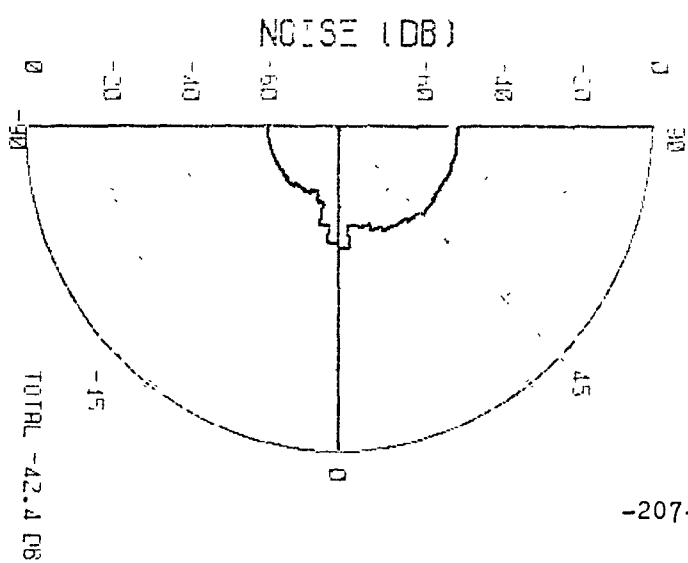
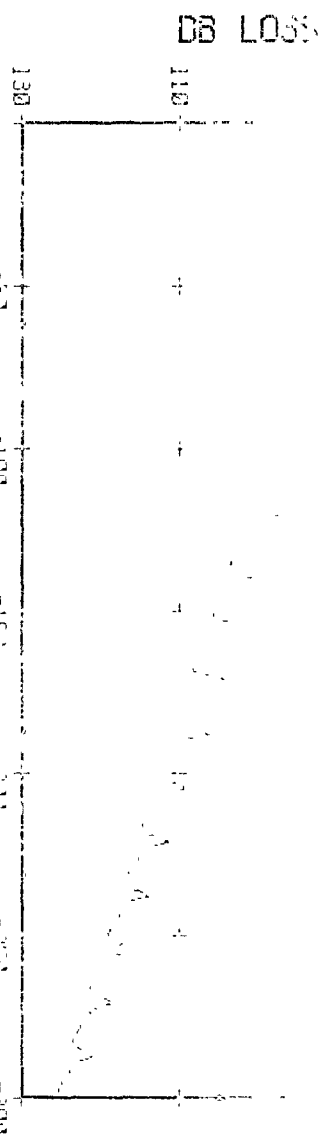
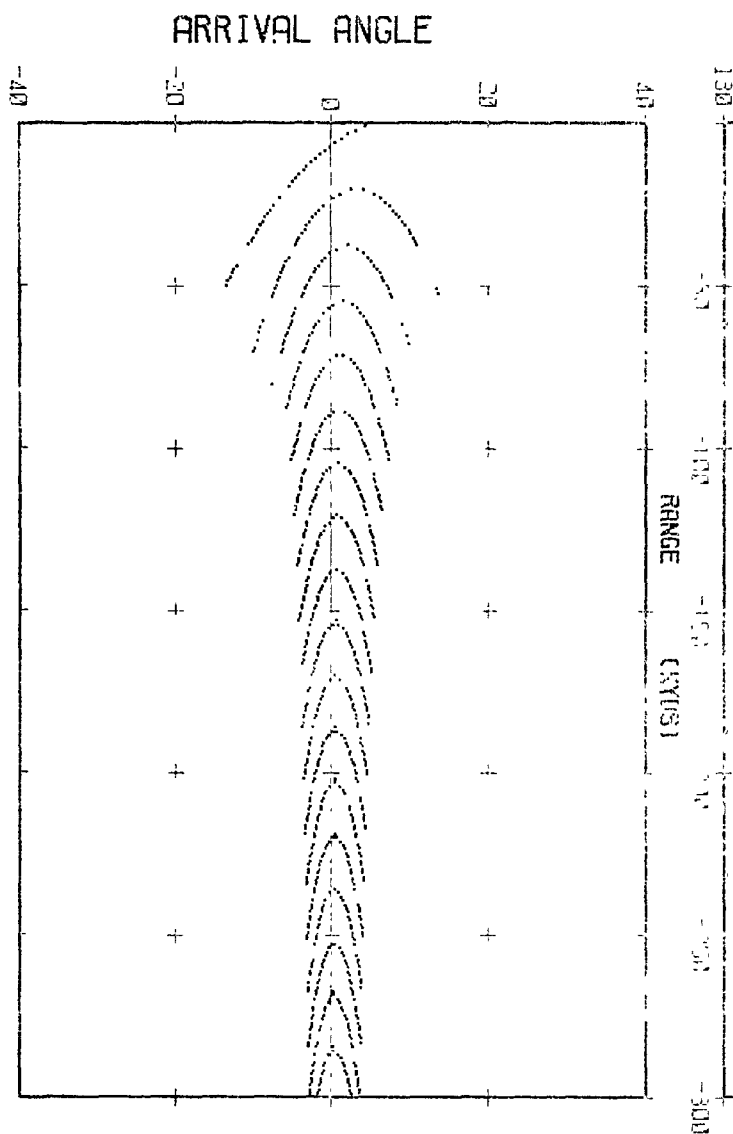


DEPTH IN METERS



NOISE (DB)

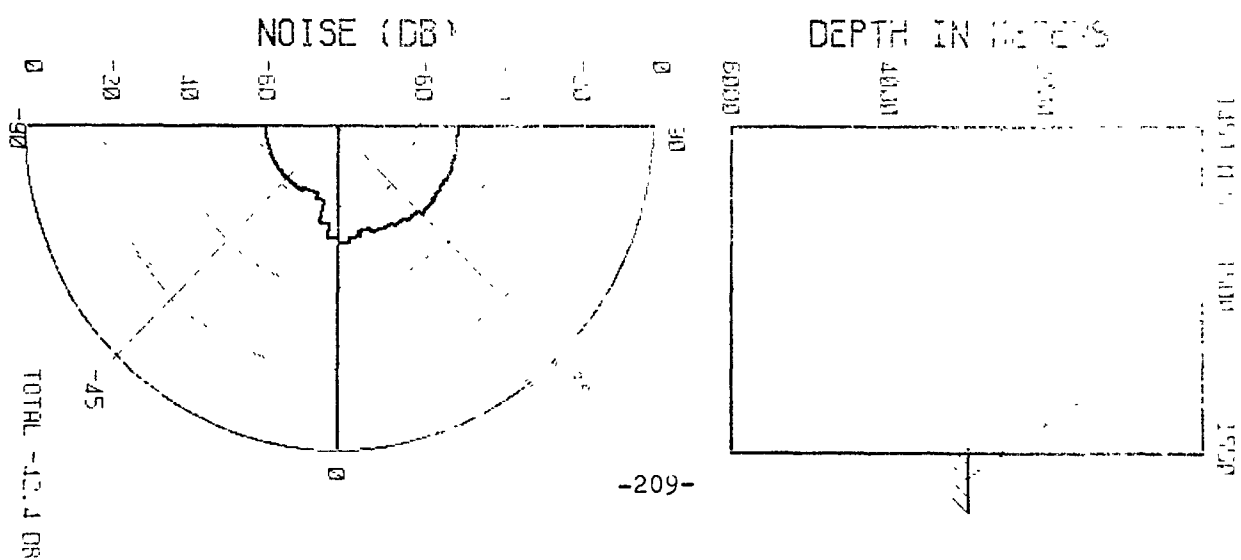
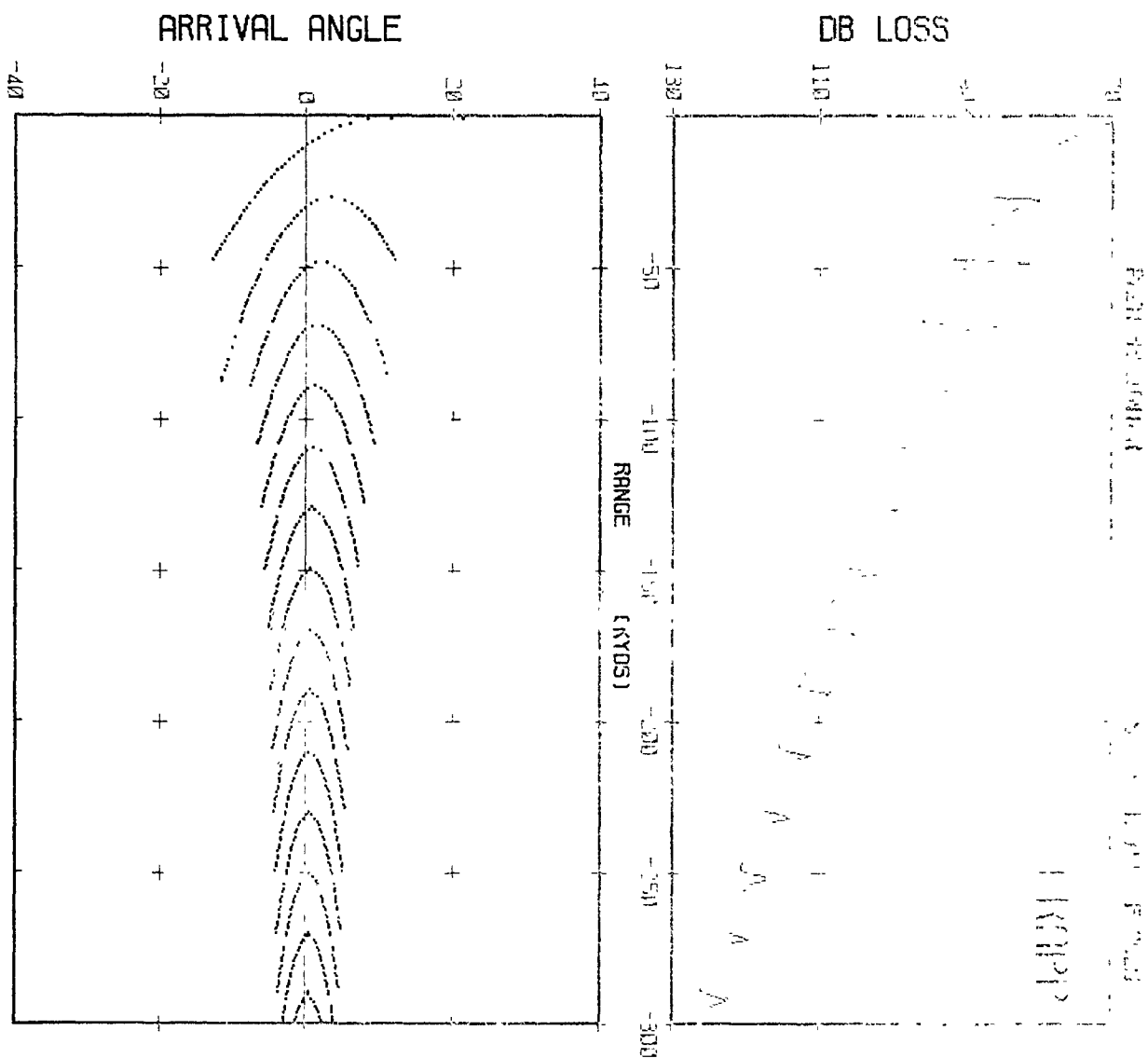




The image is a very low-quality, high-contrast scan of a document page. It appears to be a ledger or a form with a grid of lines. The text is extremely faint and illegible. The page is oriented vertically and shows signs of aging and wear. The grid lines are visible, but the content within the cells is not readable. There are some dark, irregular shapes that might be remnants of text or markings, but they cannot be identified.

[illegible]

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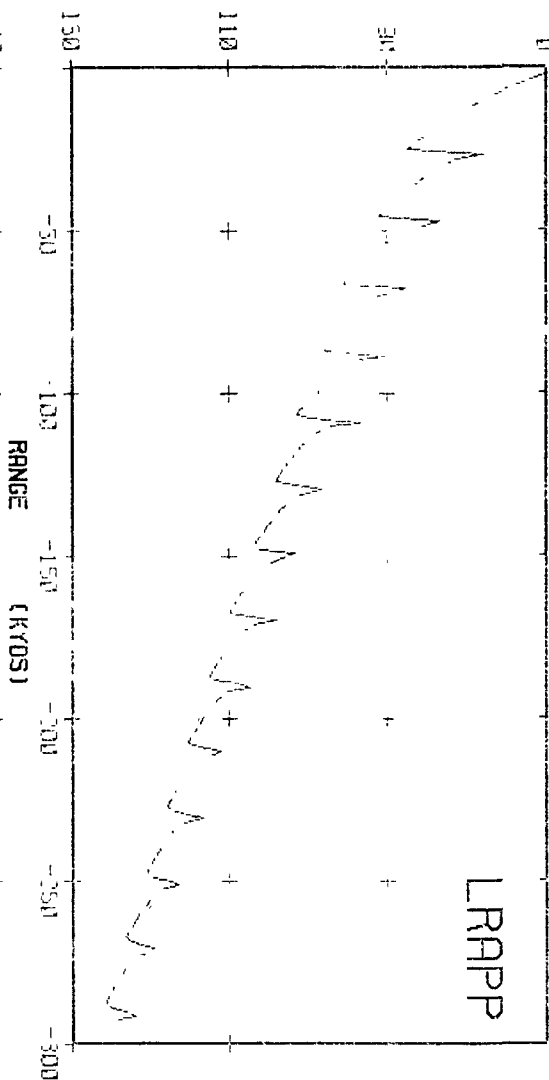


AREA 3B WINTER

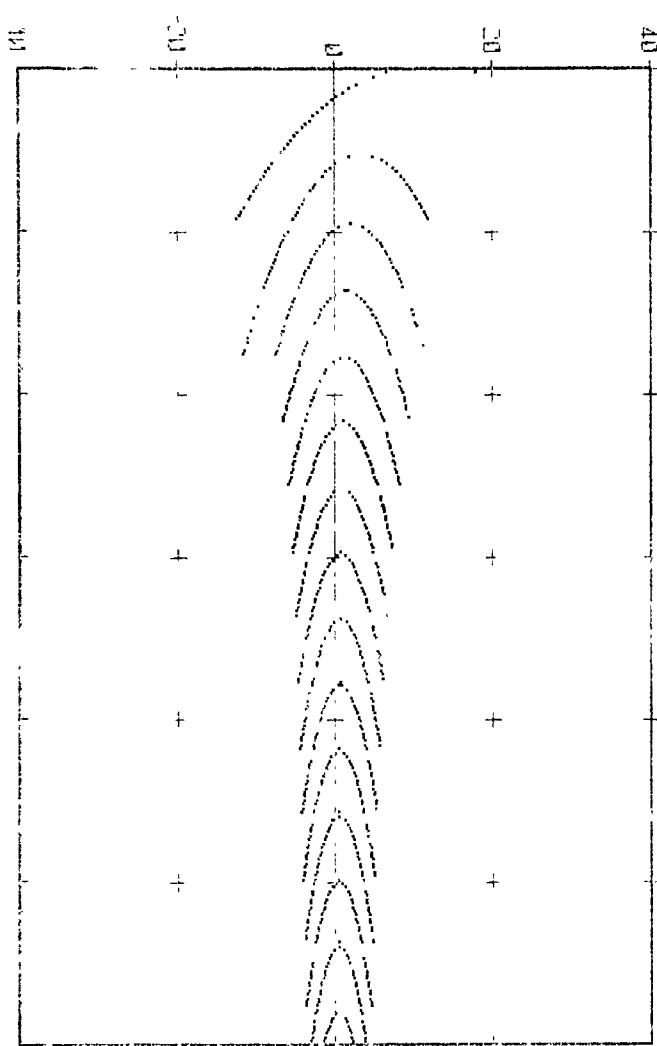
S 300 R 1500 F 2000

1450 11/5 1500 1550

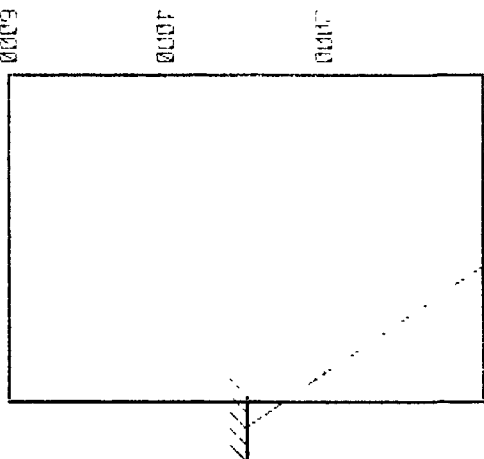
DB LOSS



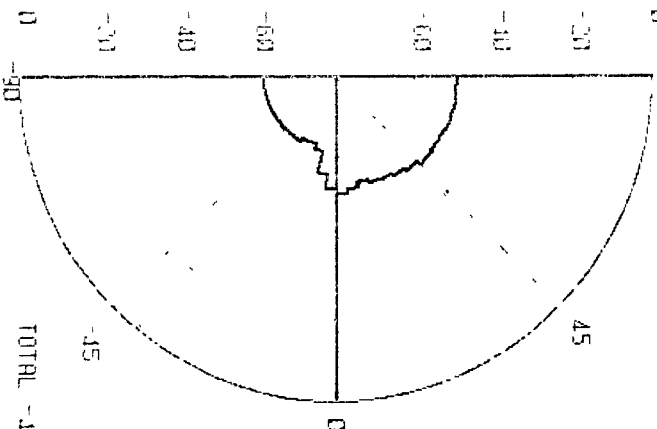
ARRIVAL ANGLE

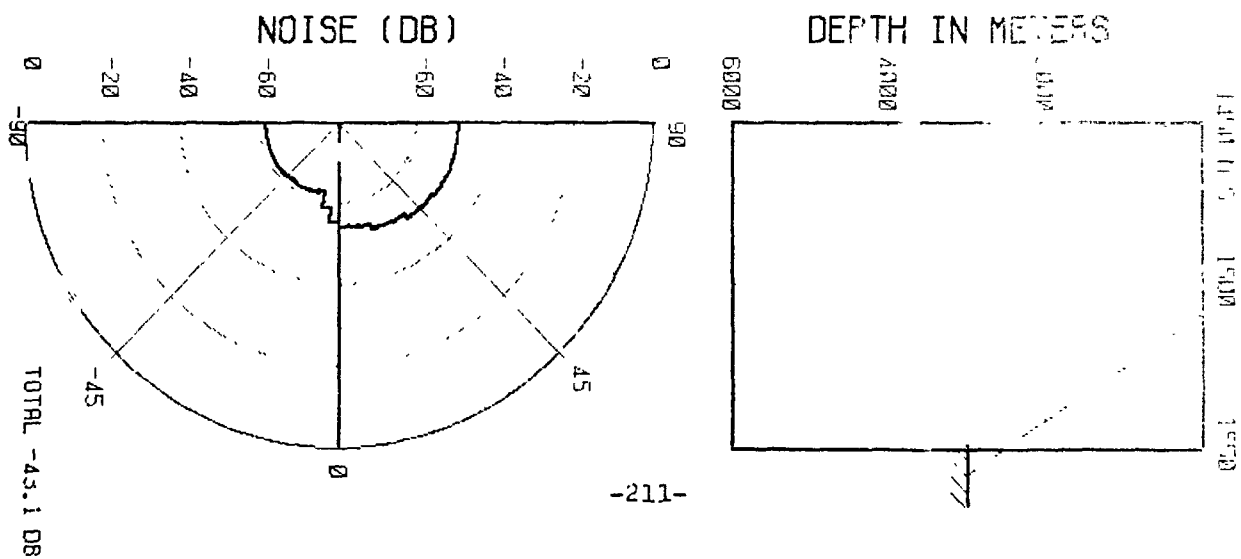
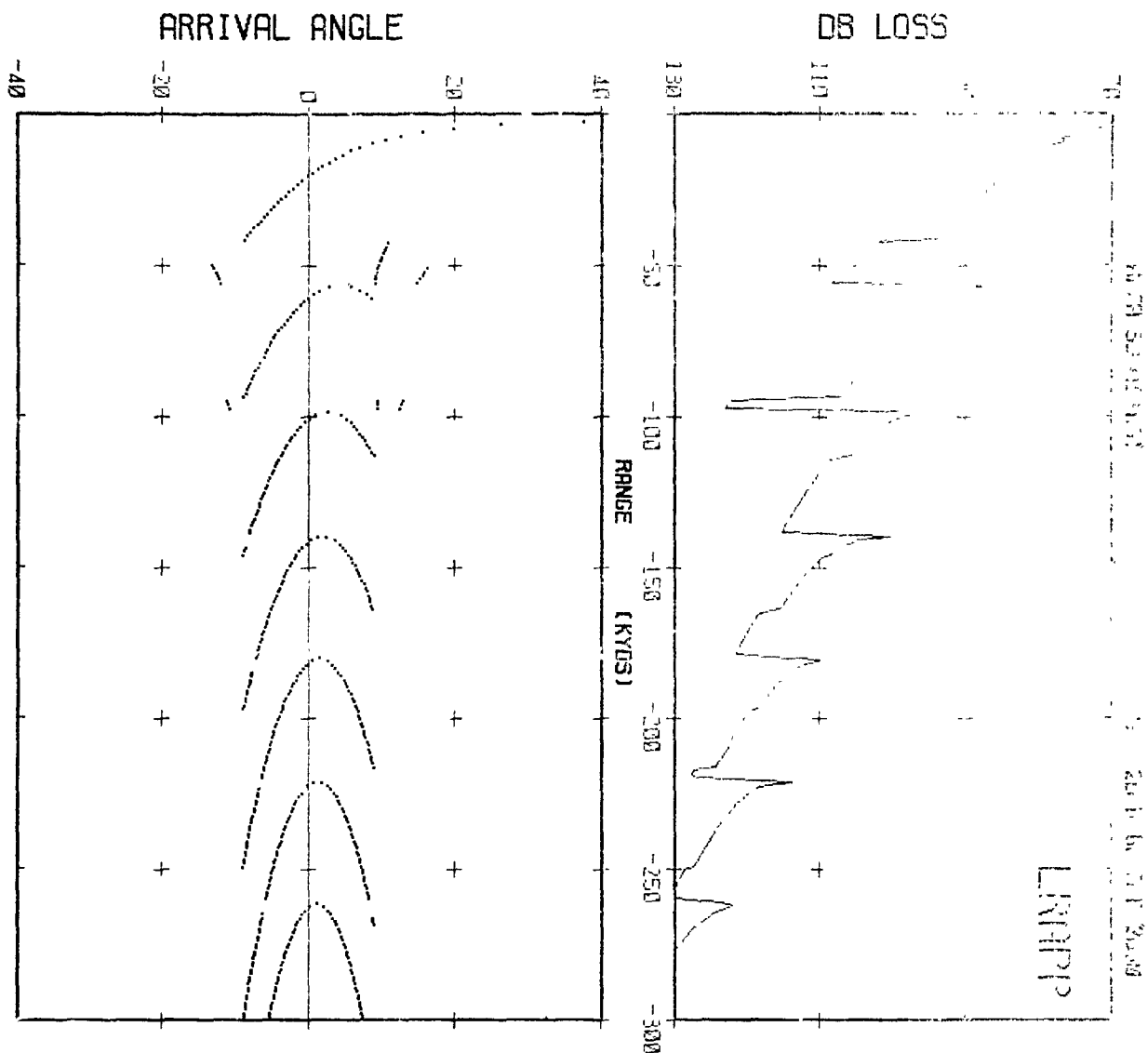


DEPTH IN METERS

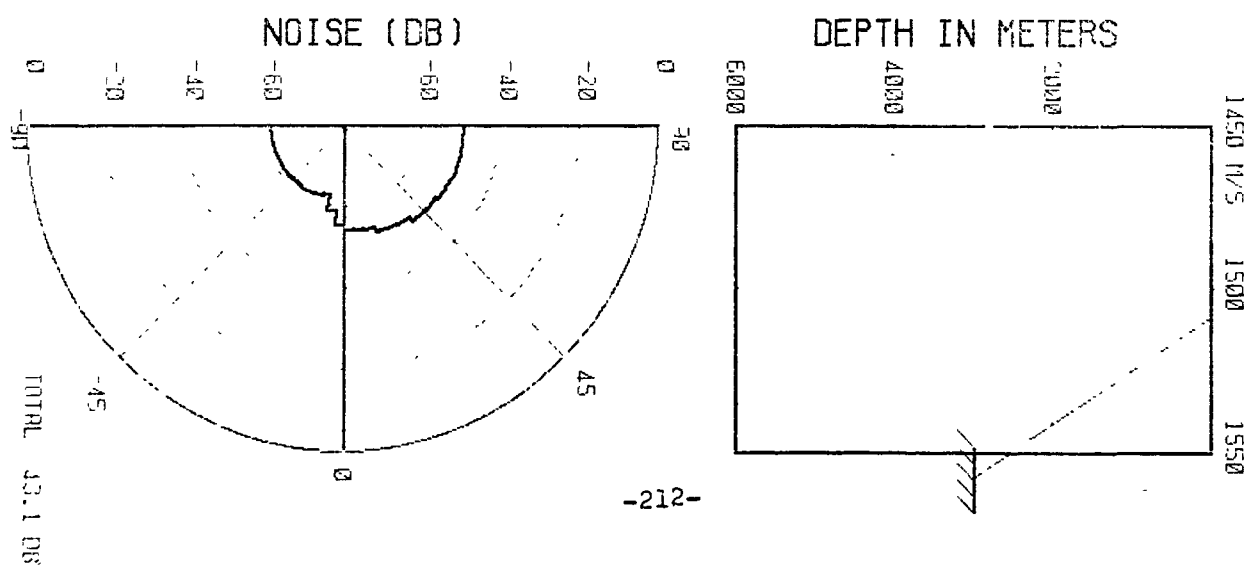
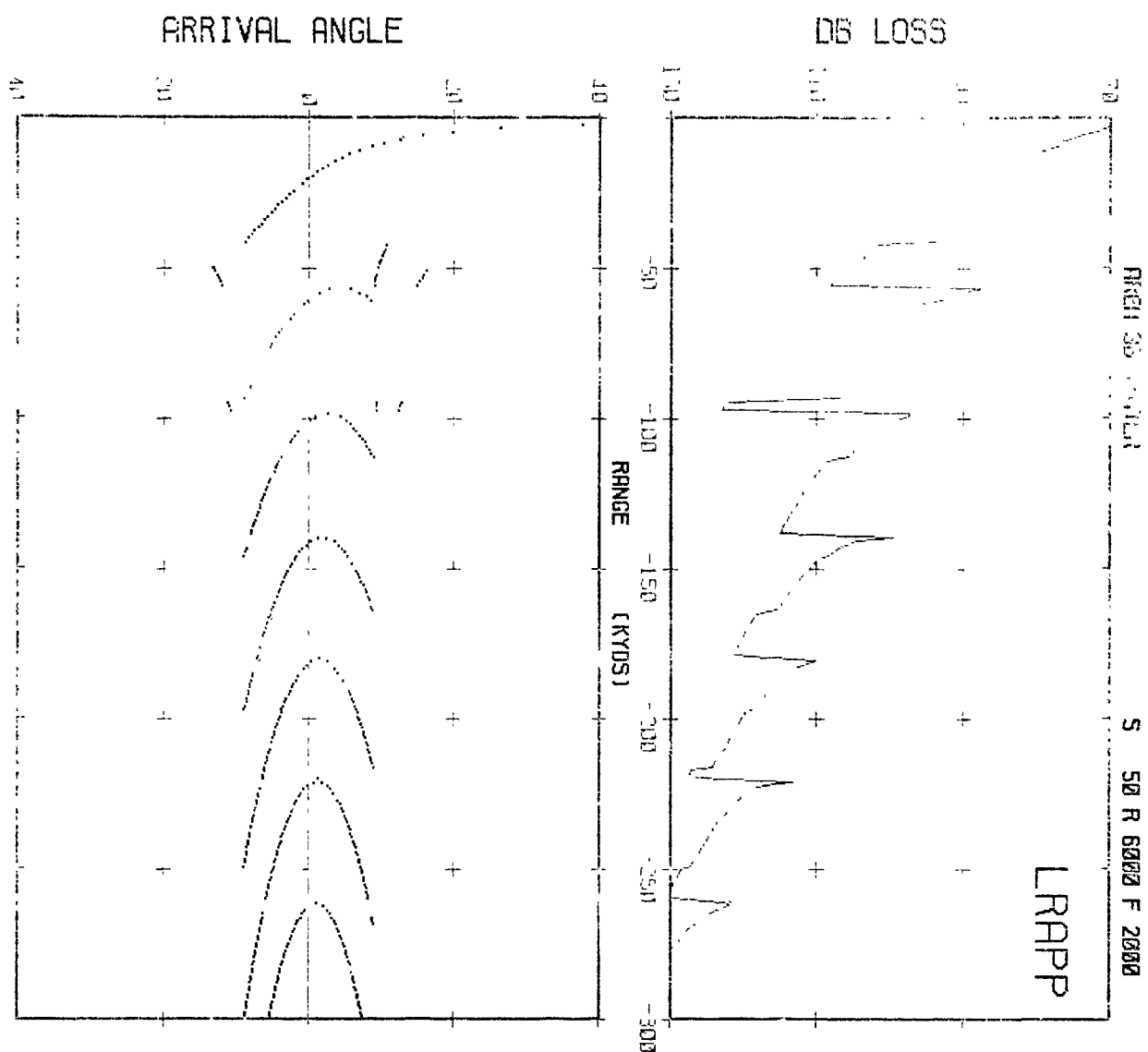


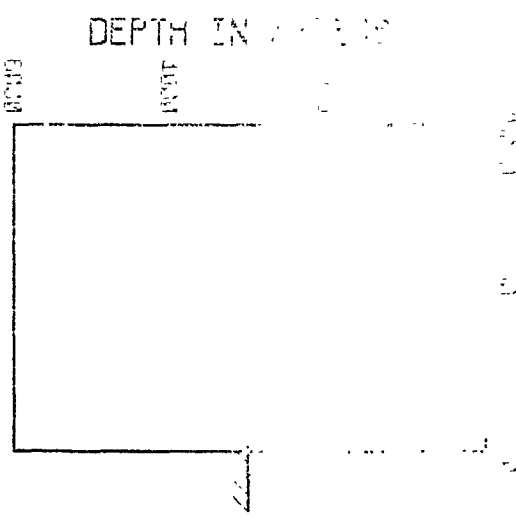
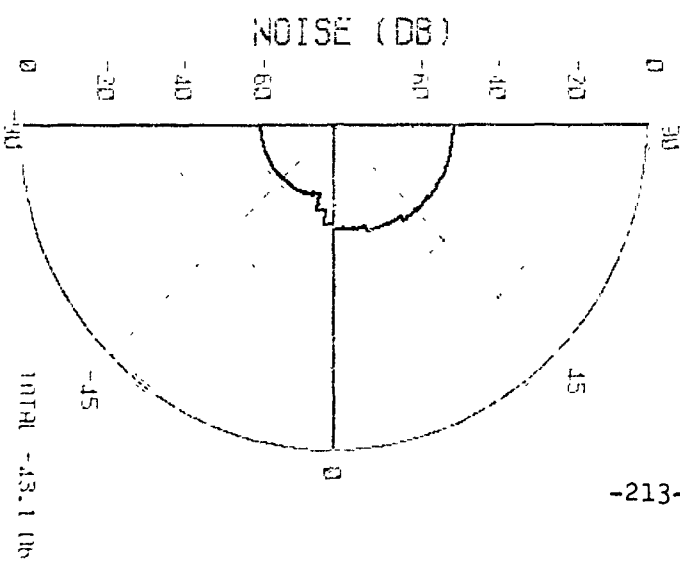
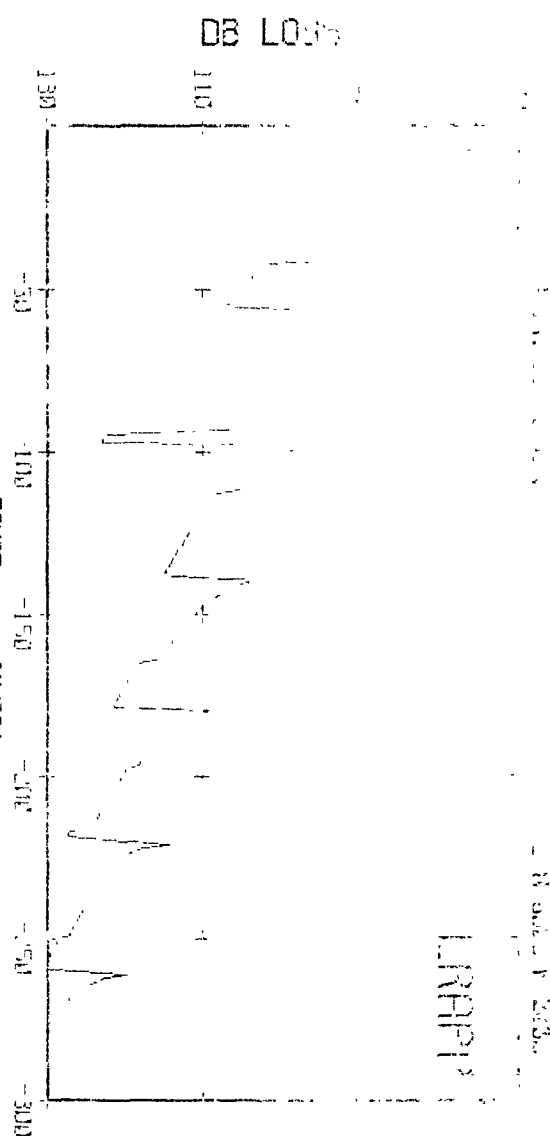
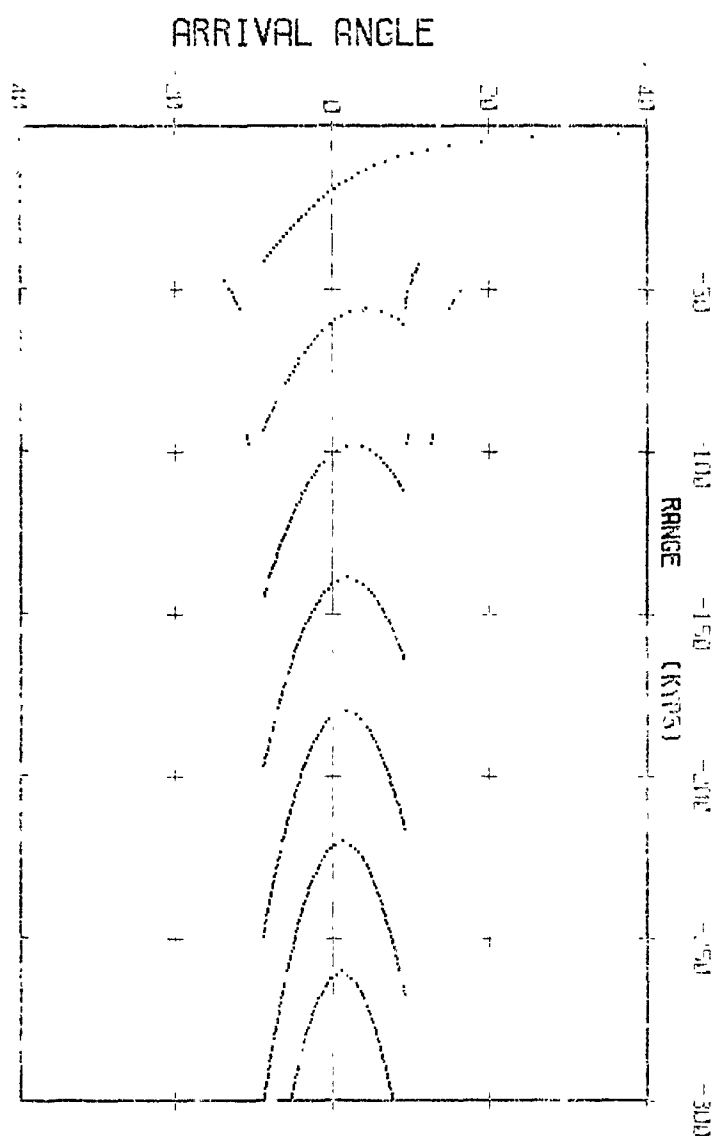
NOISE (DB)



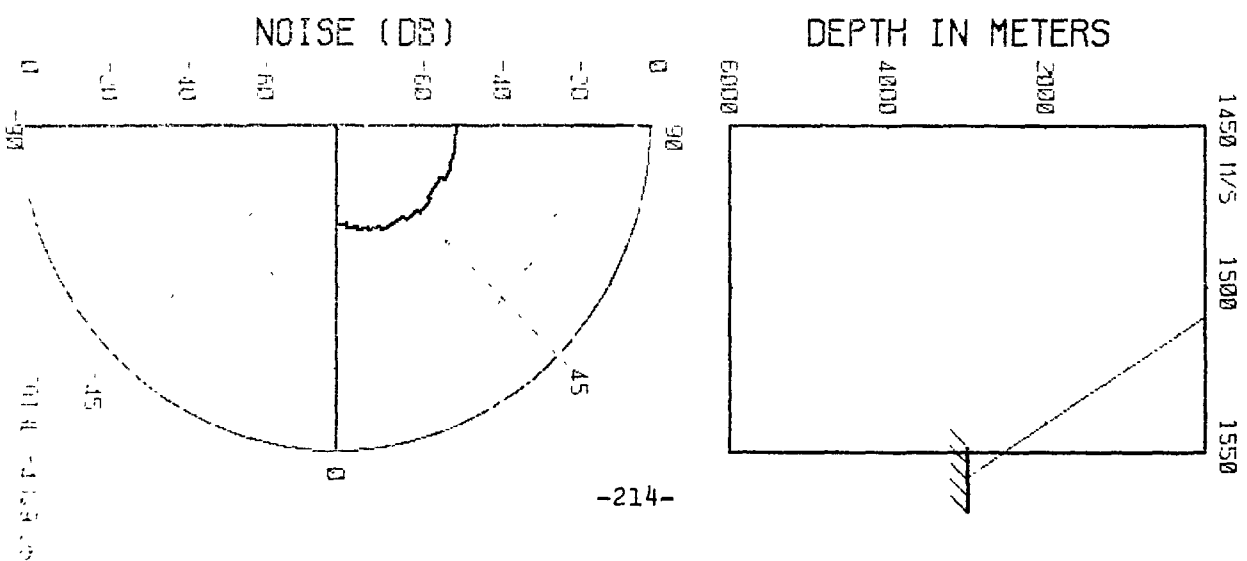
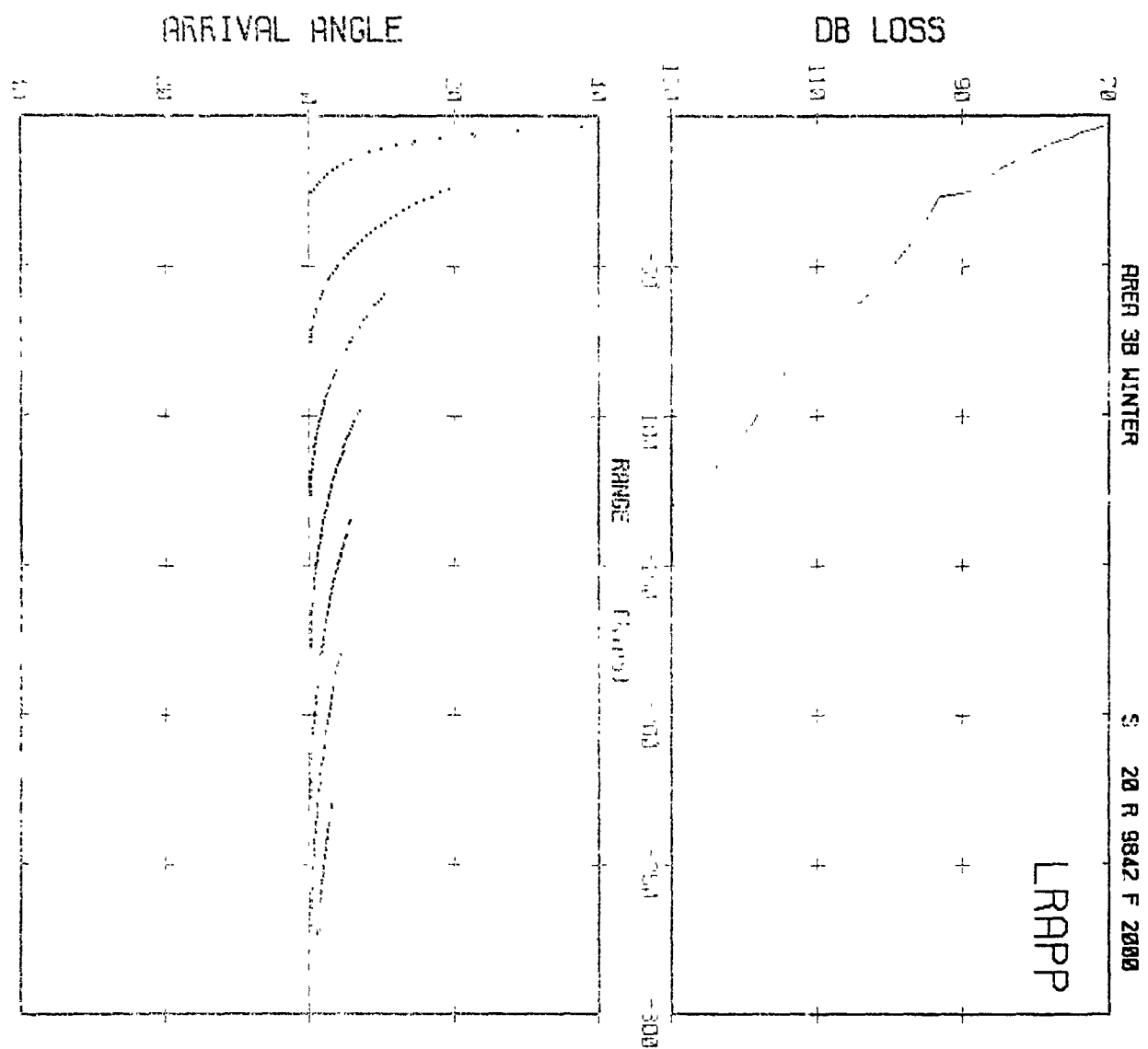








LRPPI



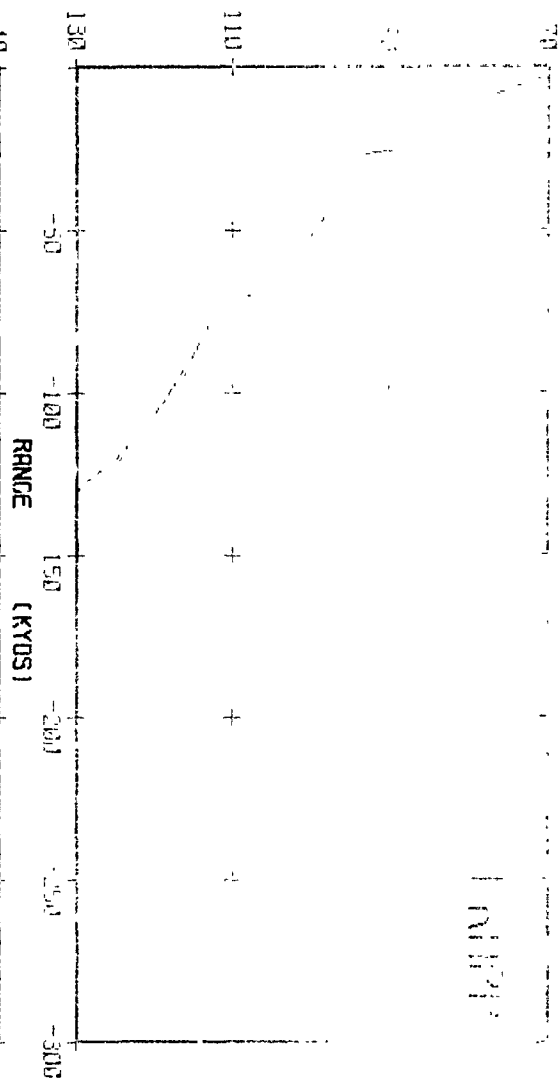
FILED 30 APR 64

S 50 R 9842 F 2368

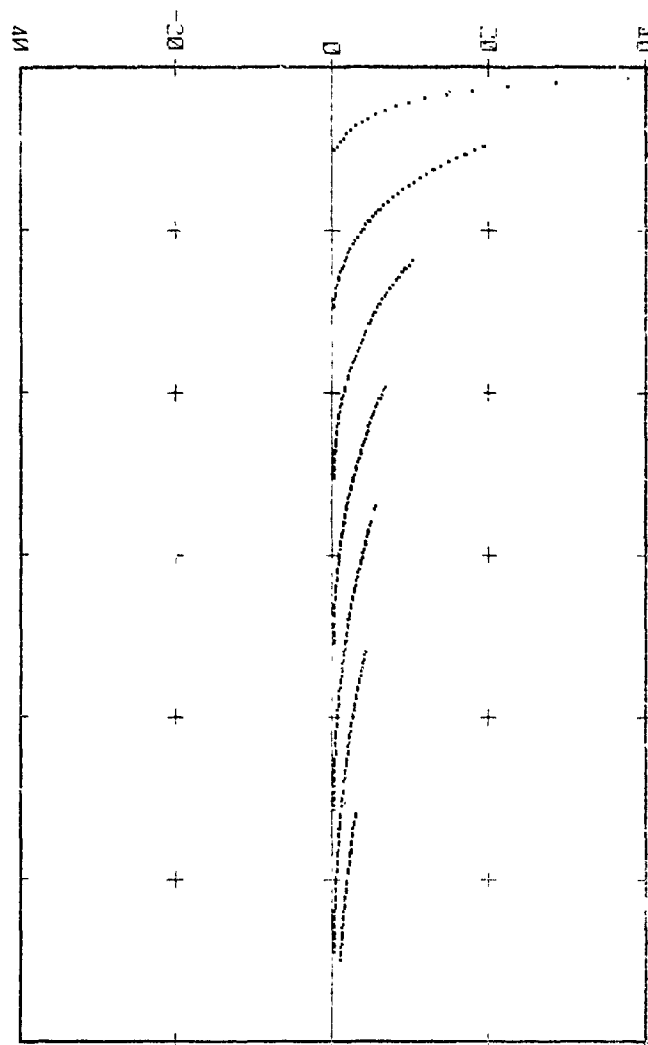
44.11.5 10.30 15.50

11177

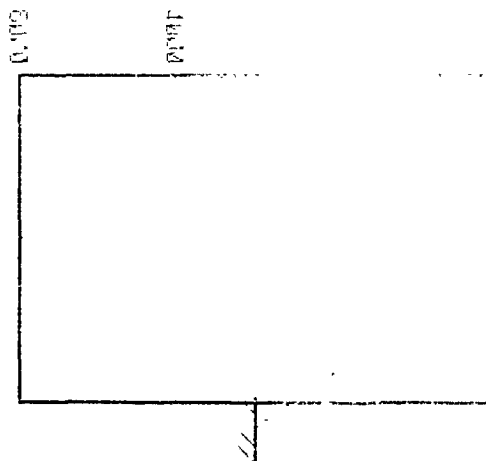
DB LOSS



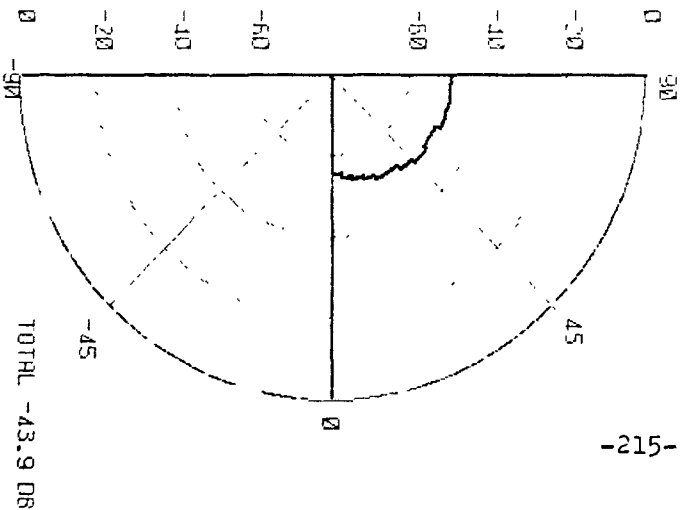
ARRIVAL ANGLE



DEPTH



NOISE (DB)



-215-

TOTAL -43.9 DB

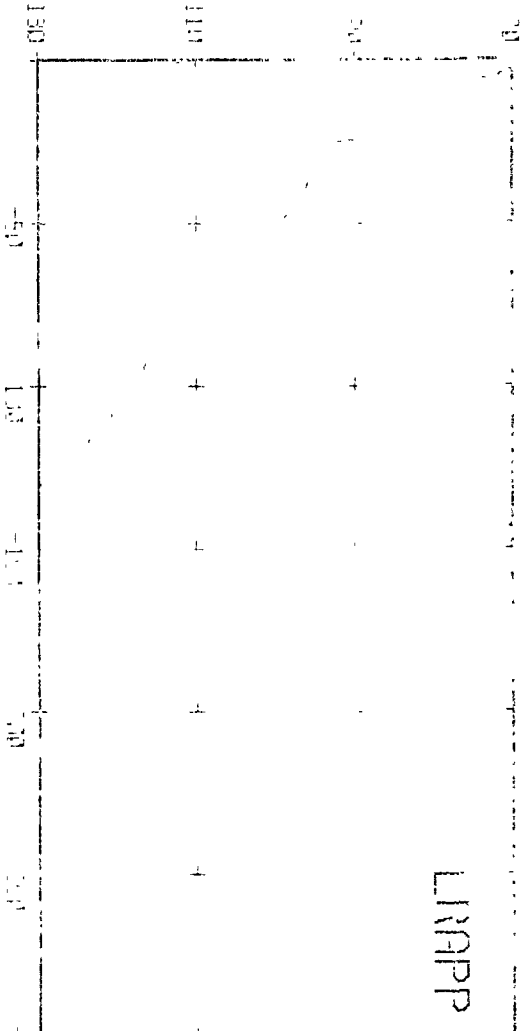
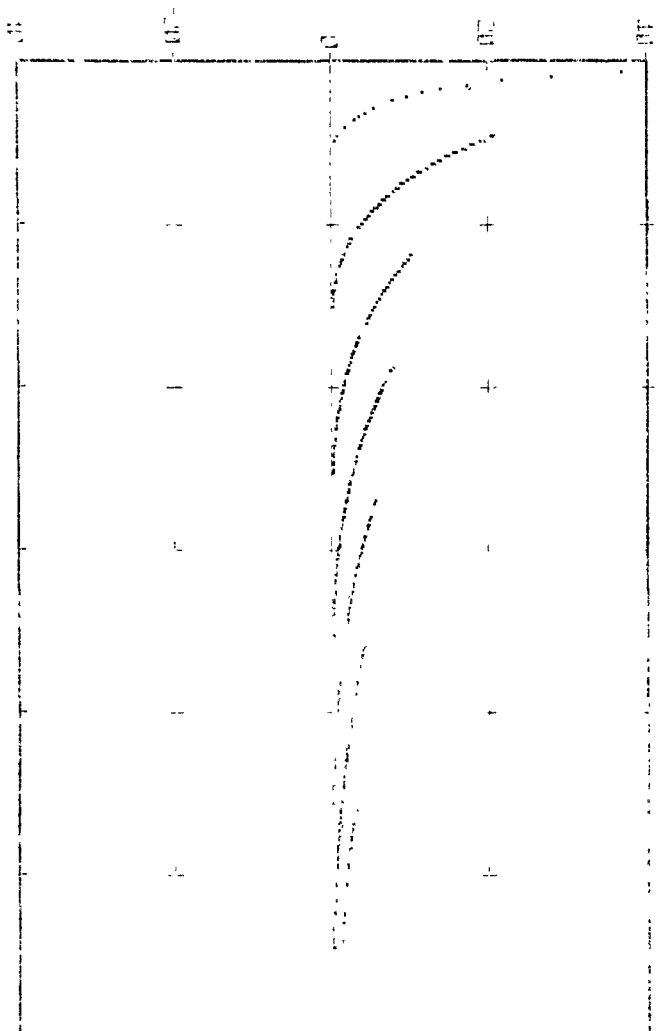
ARRIVAL ANGLE

DB LOSS

PIPER 38 MINIER

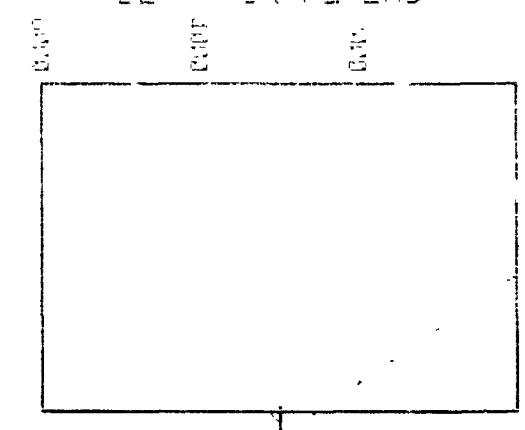
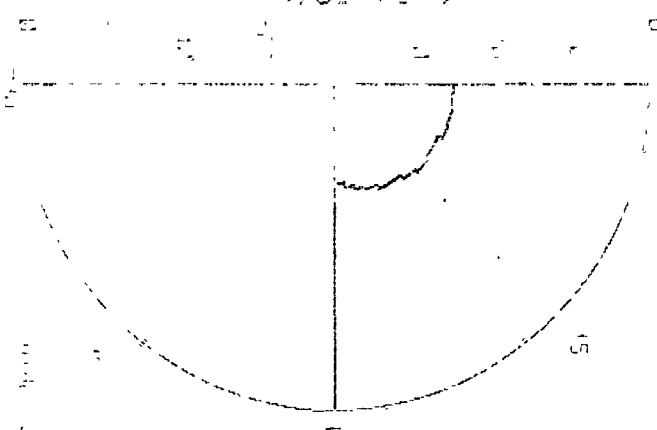
S 300 N 98.2 E 2000

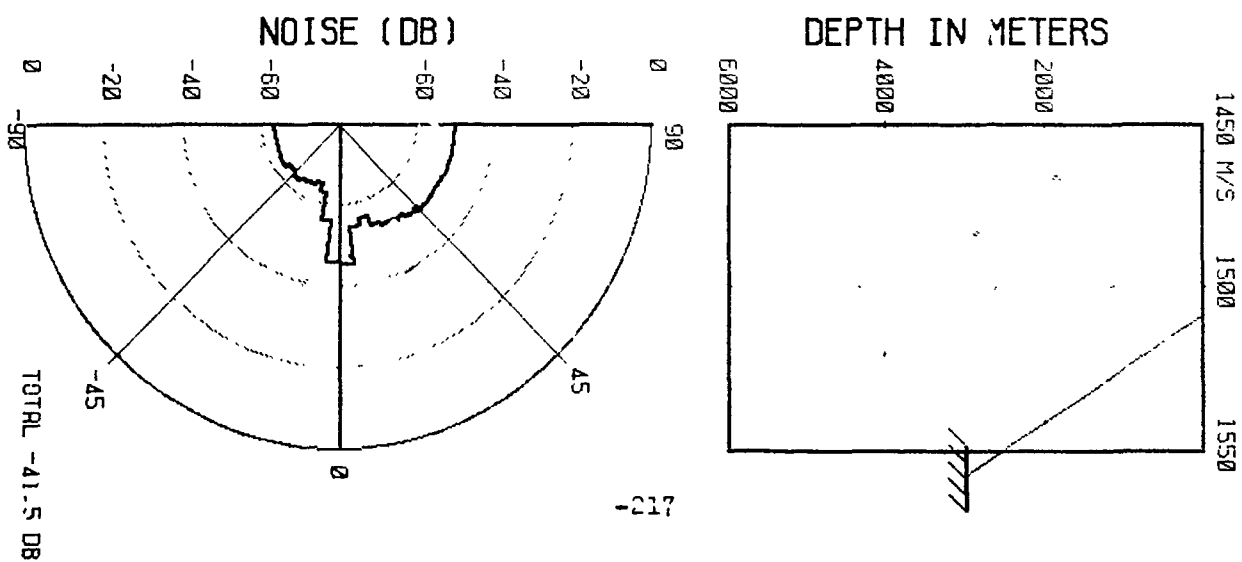
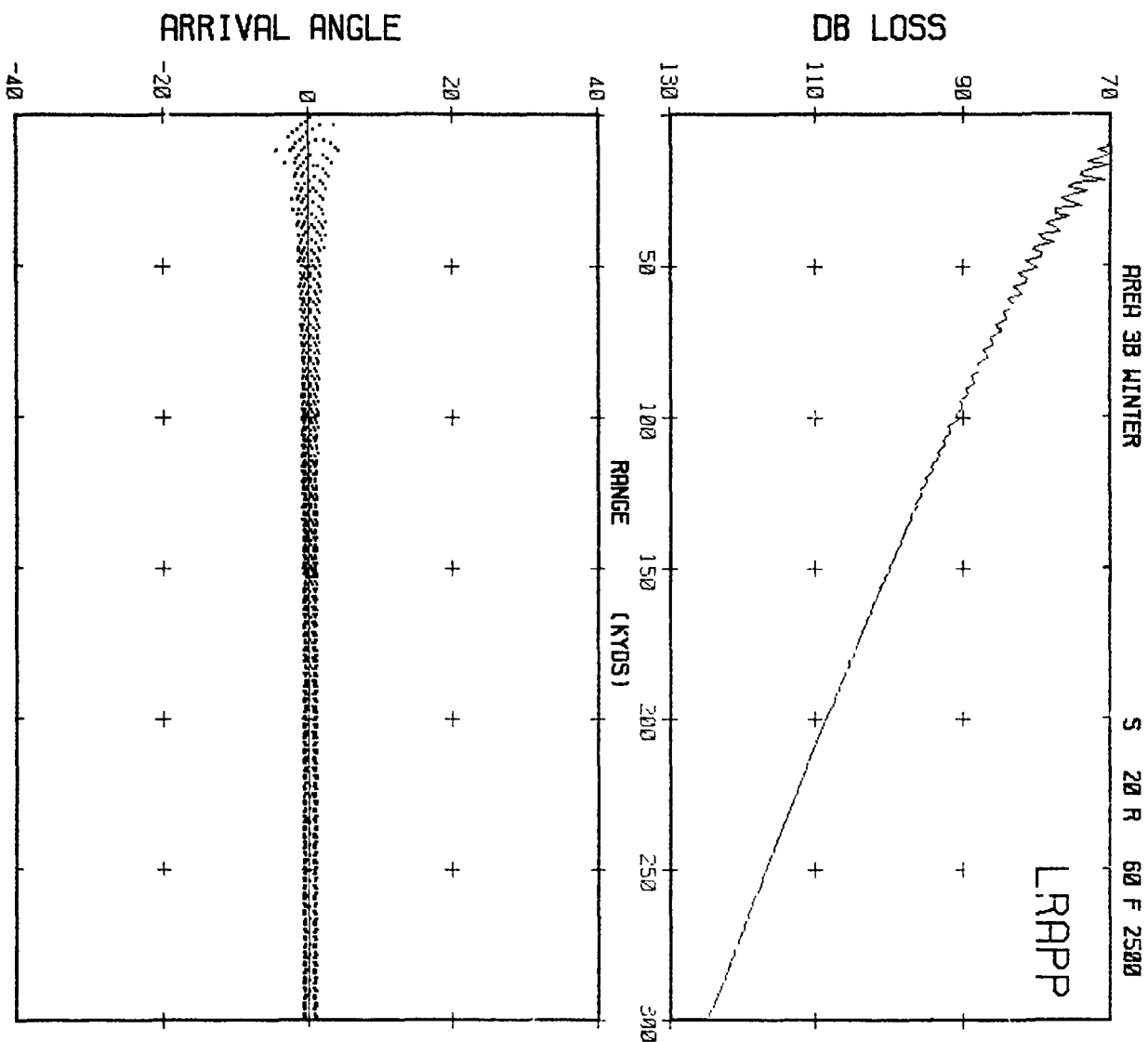
LIRAPP

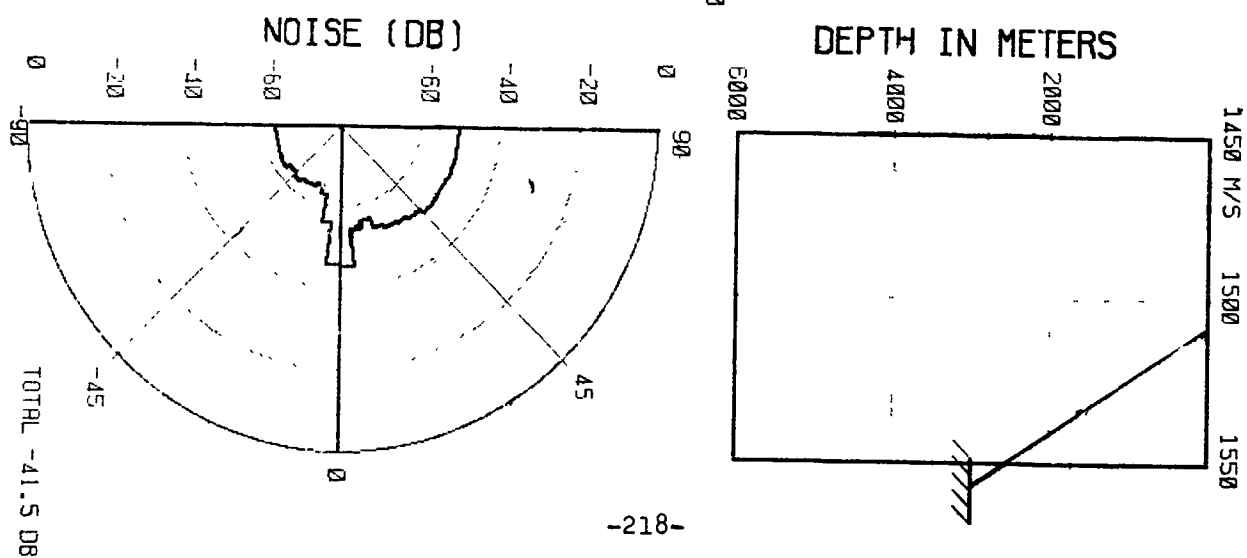
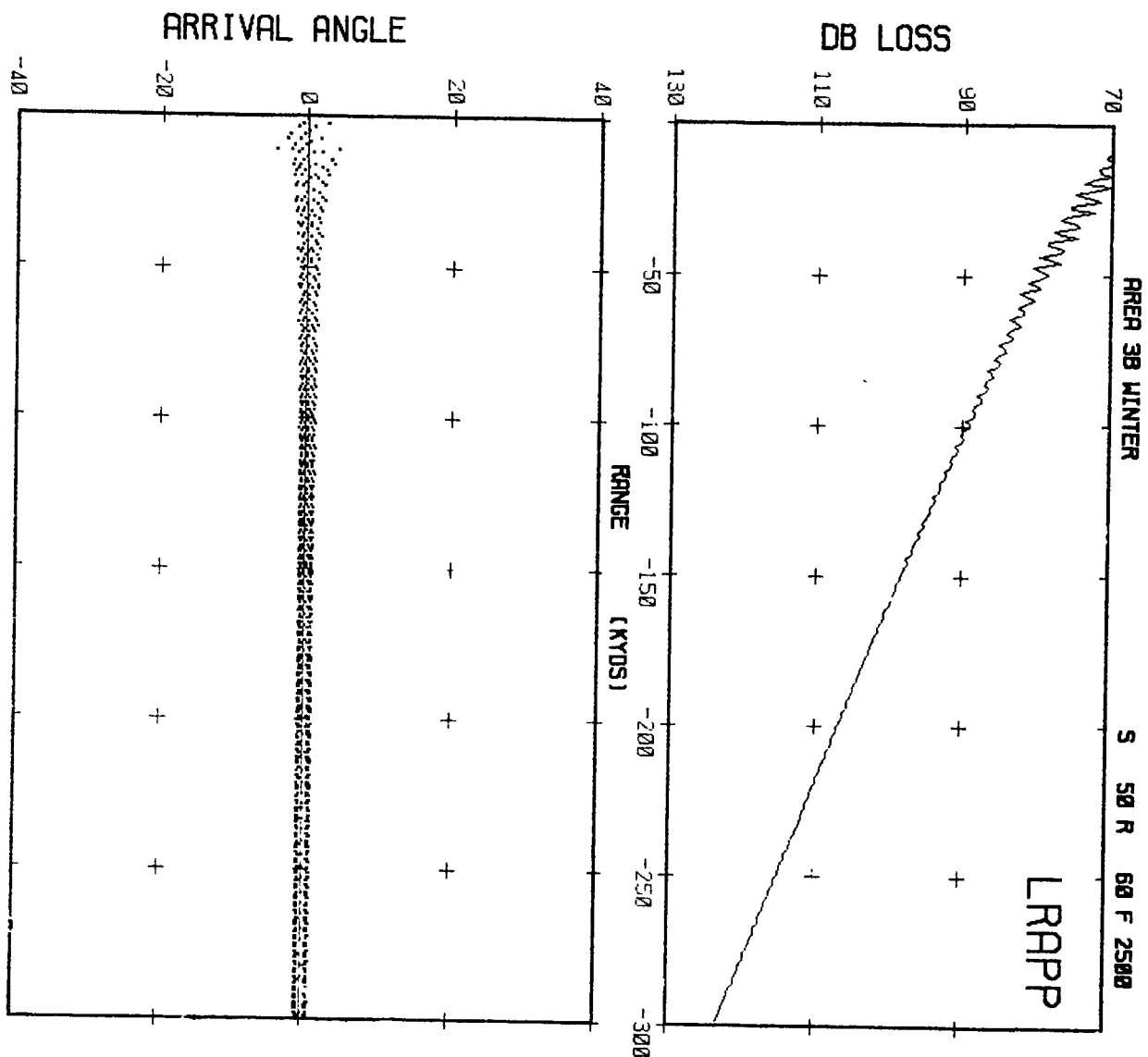


DEPTH (M)

DEPTH - IN METERS





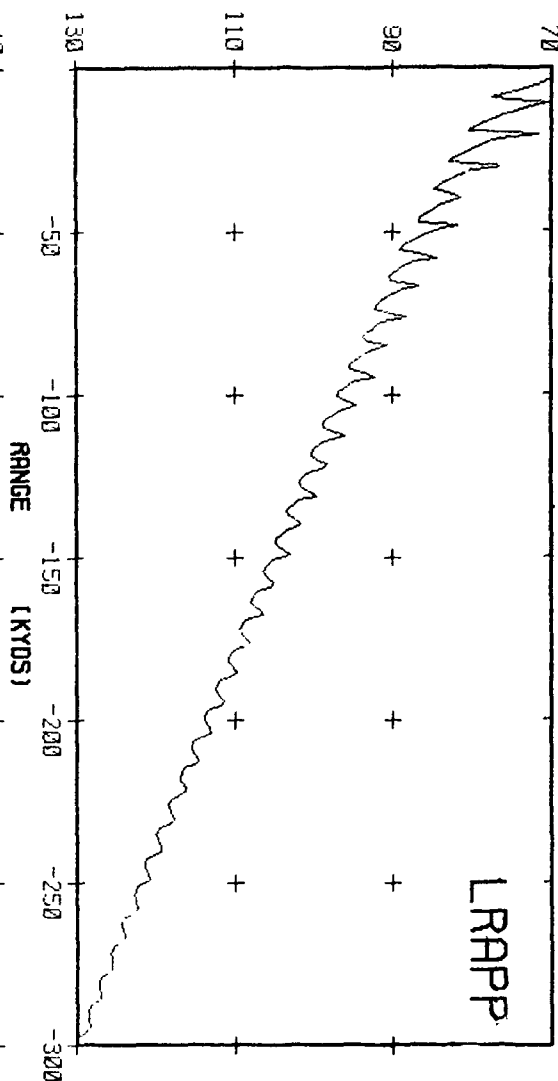


AREA 3B WINTER

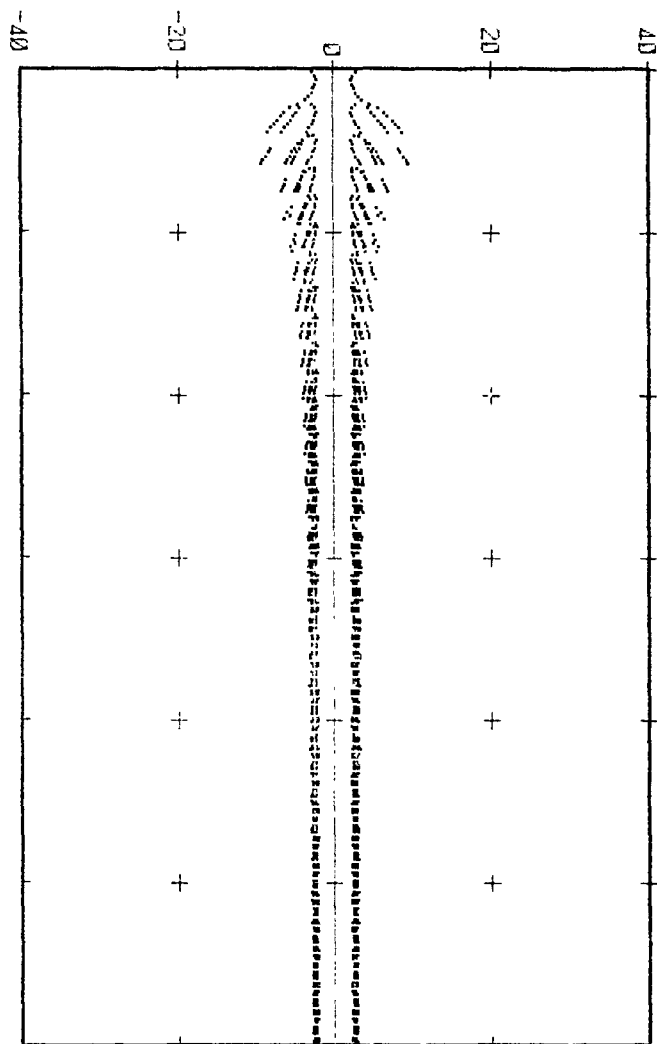
S 300 R 60 F 2500

1450 M/S 1500 1550

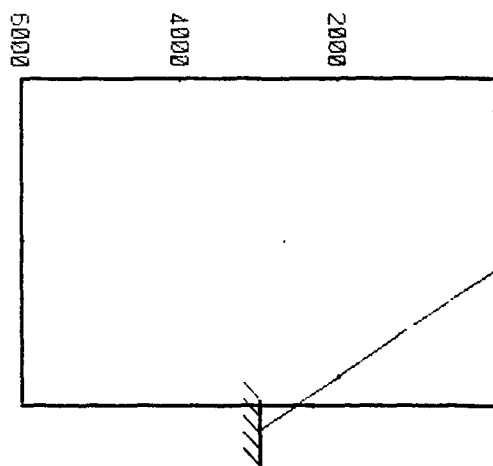
DB LOSS



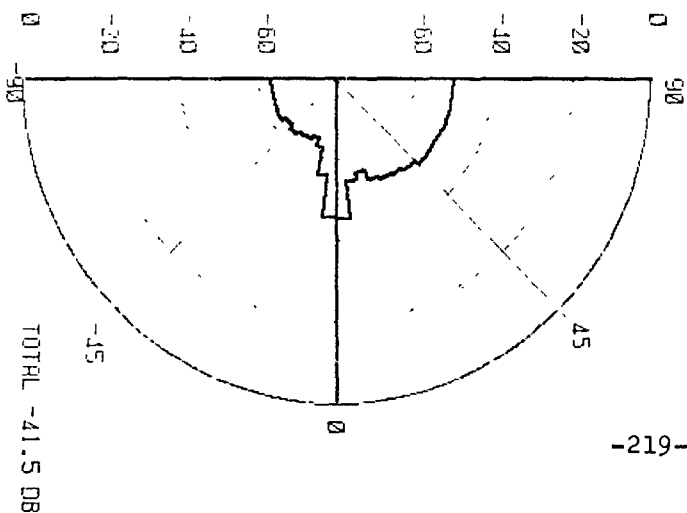
ARRIVAL ANGLE



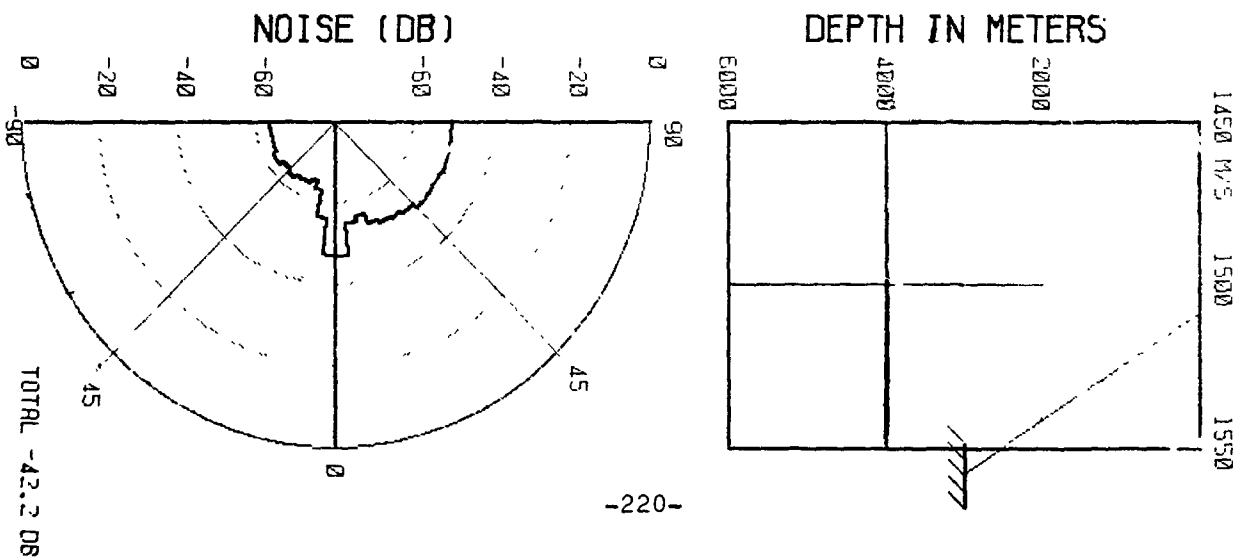
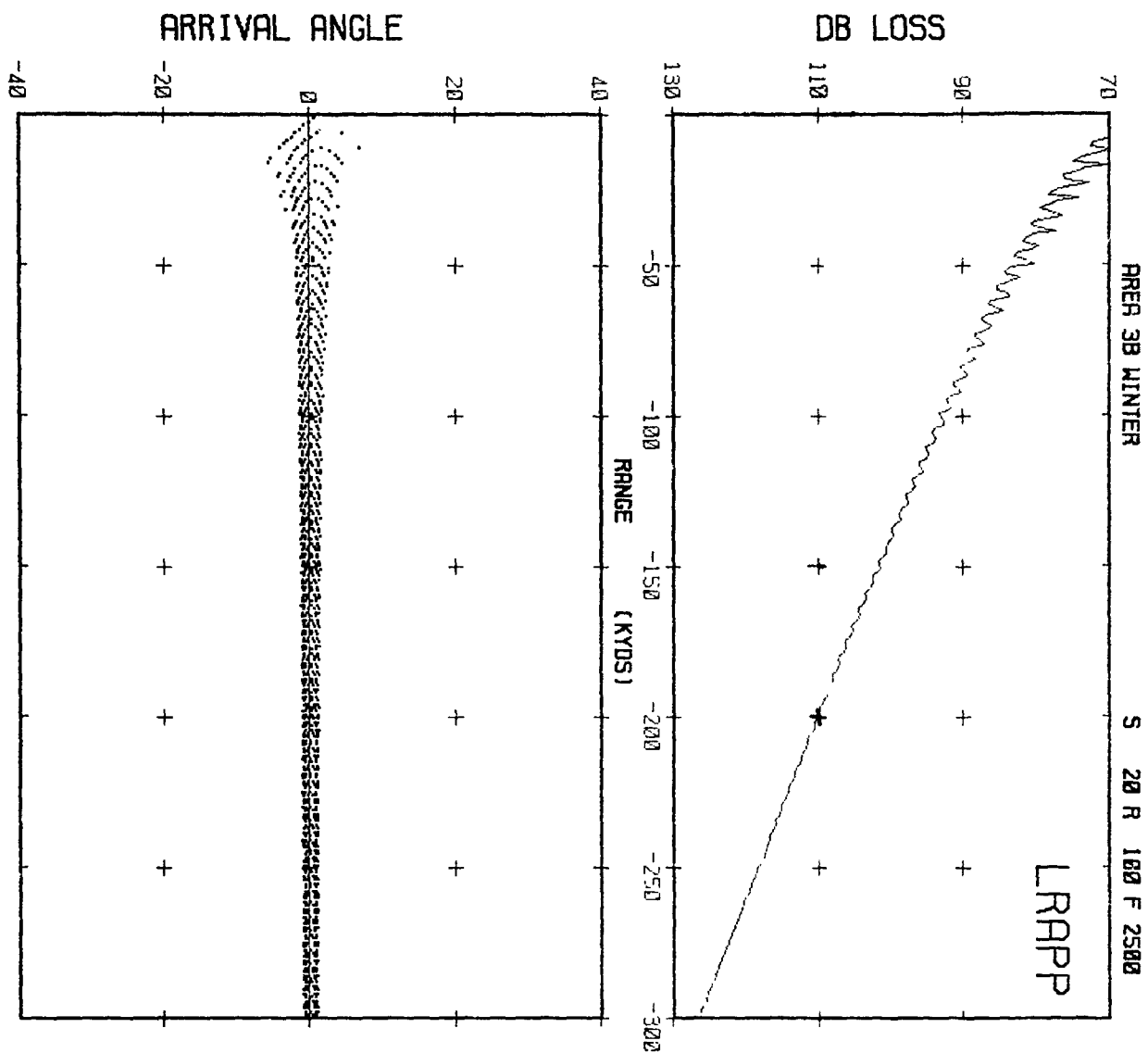
DEPTH IN METERS

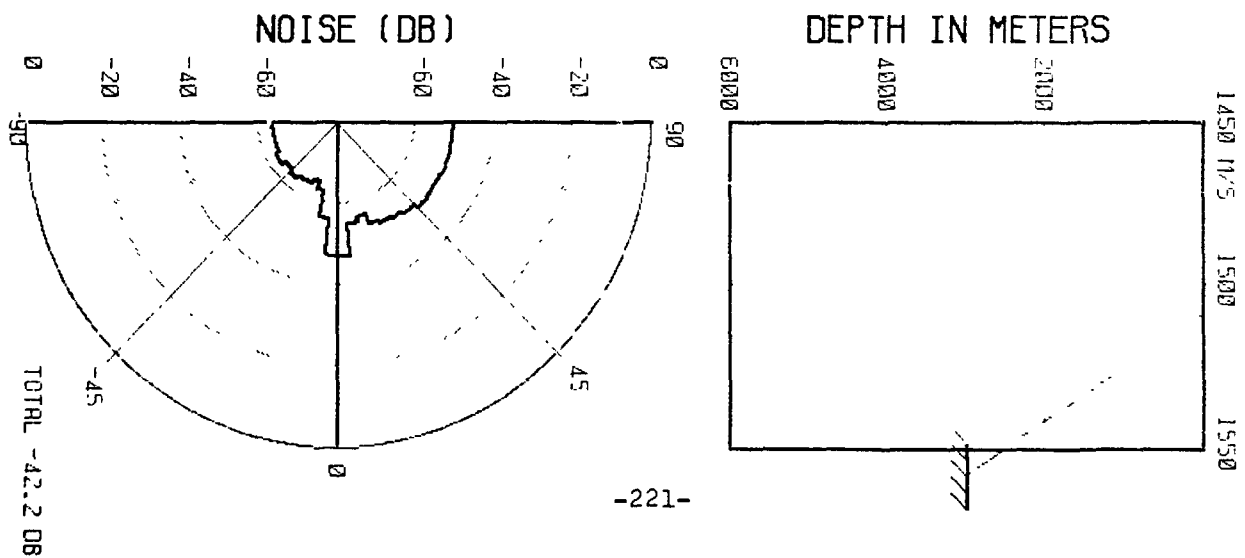
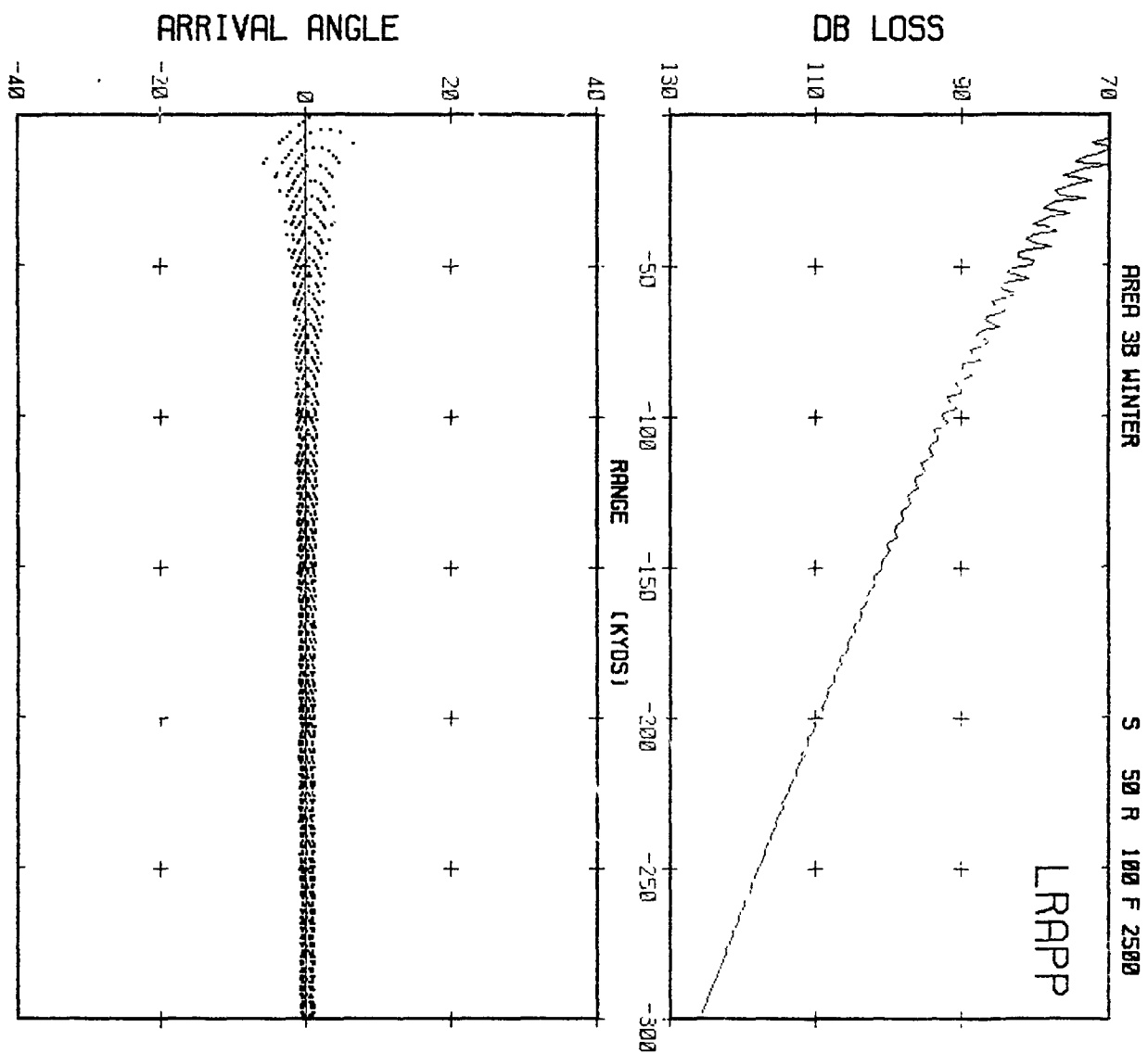


NOISE (DB)









AREA 3B WINTER

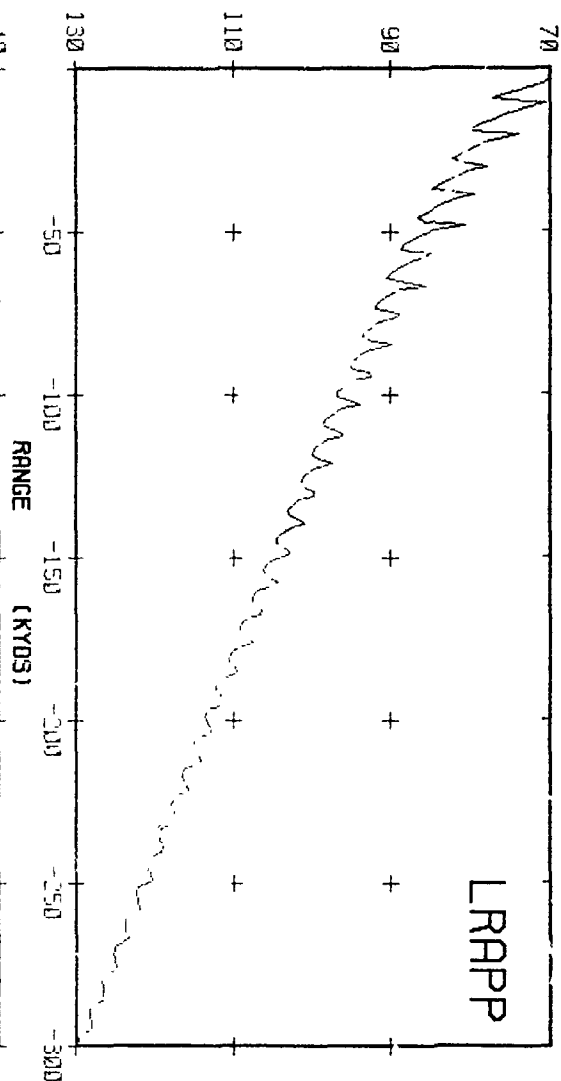
S 300 R 100 F 2500

1450 M/S

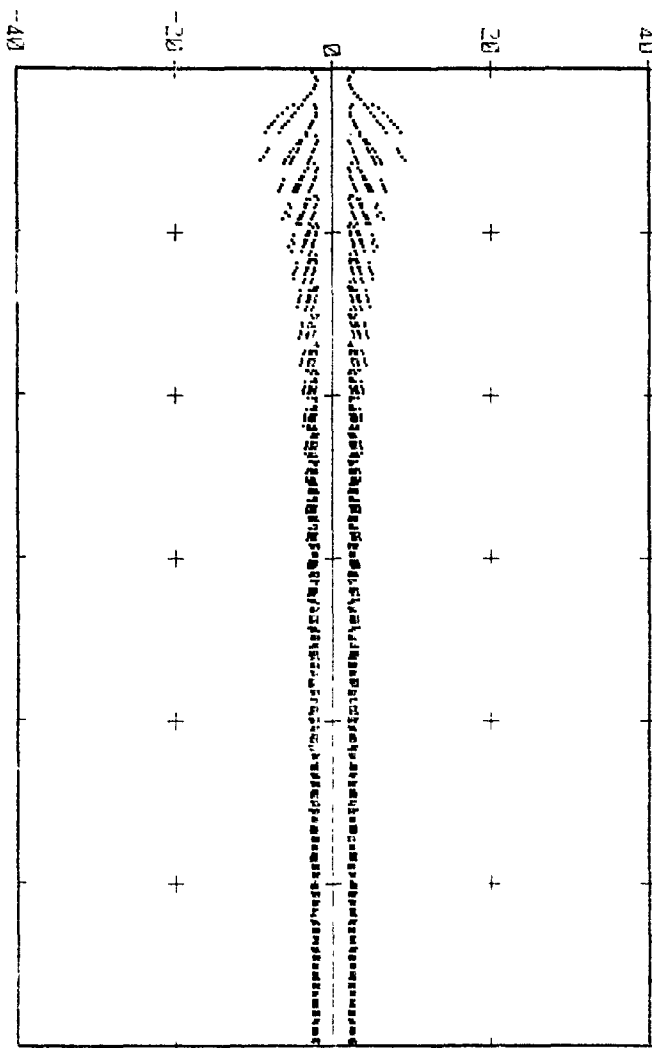
1500

1550

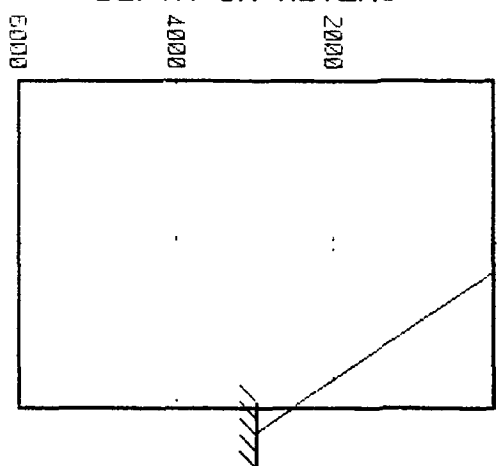
DB LOSS



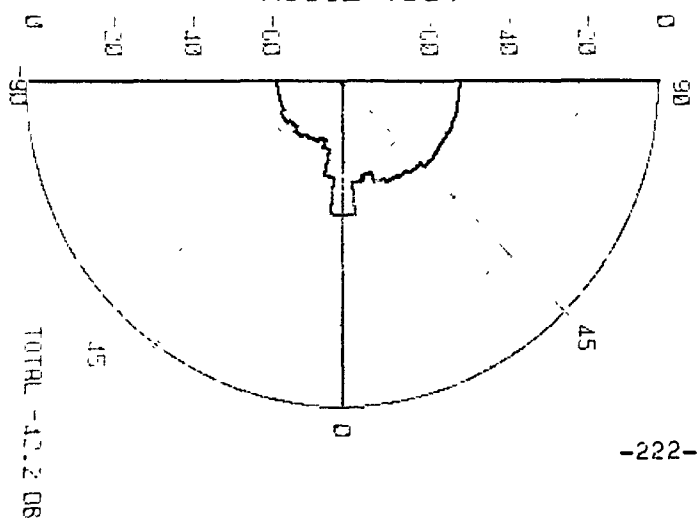
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

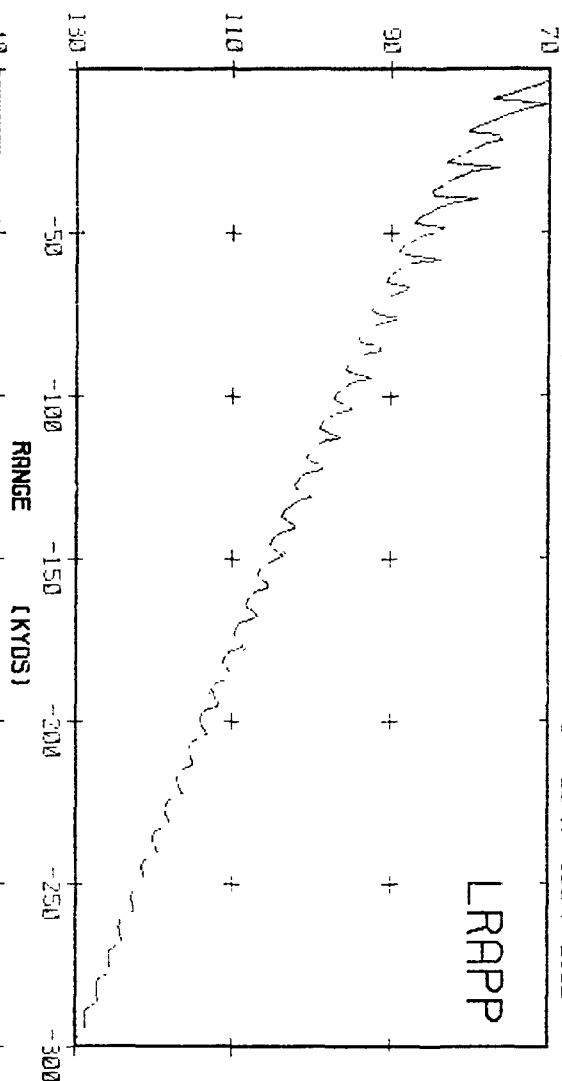


AREA 3B WINTER

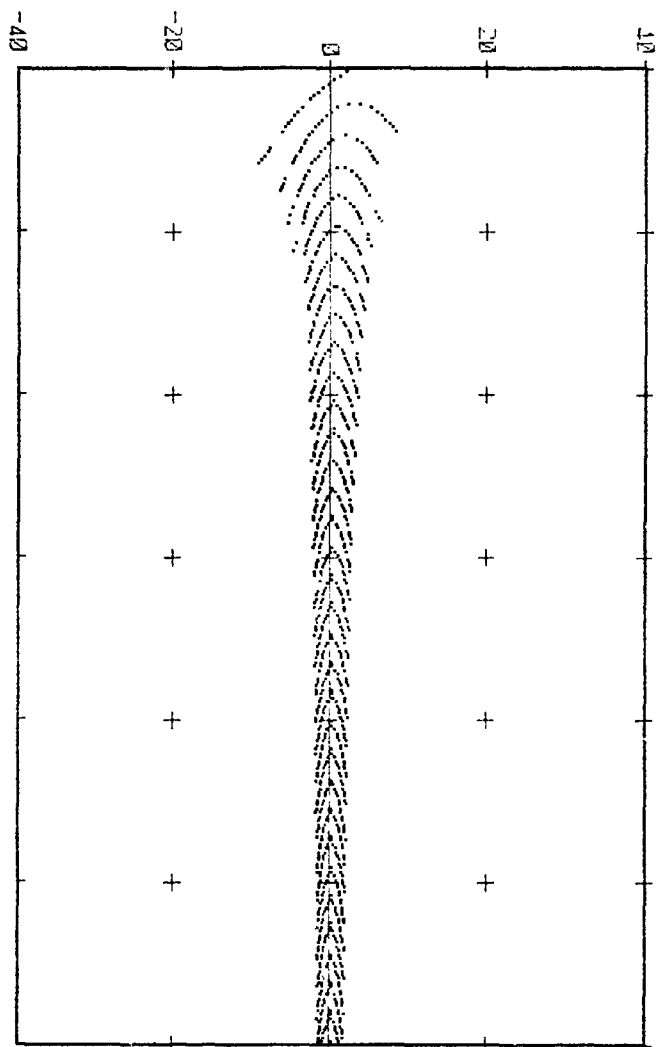
S 20 R 300 F 2500

LRAPP

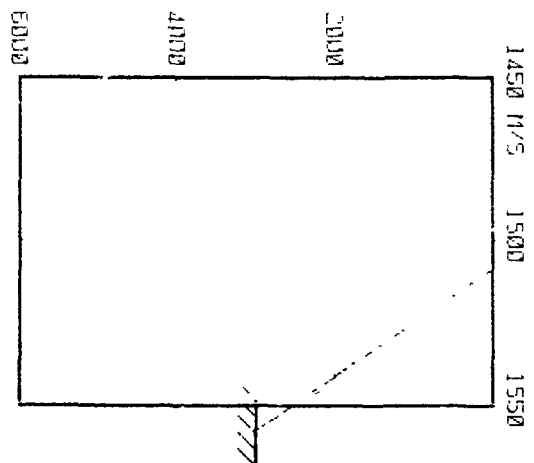
DB LOSS



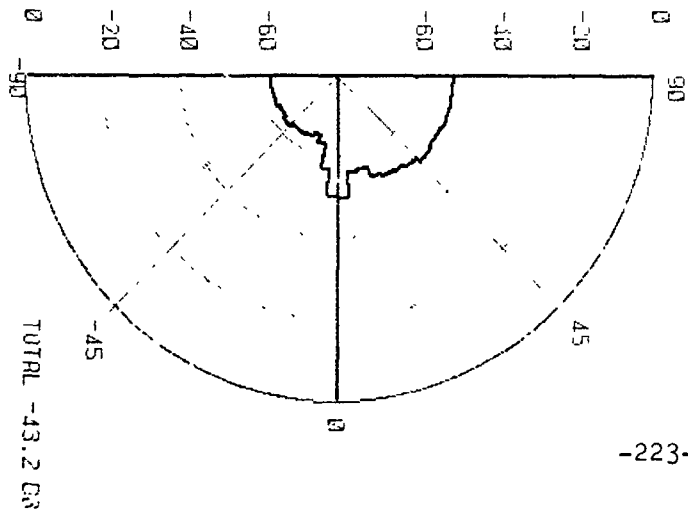
ARRIVAL ANGLE



DEPTH IN METERS

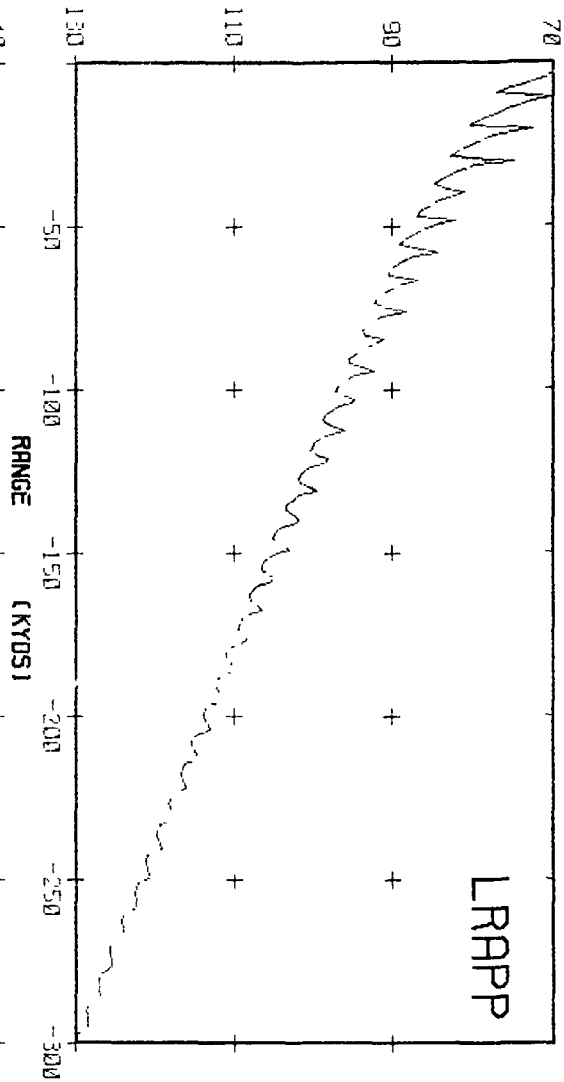


NOISE (DB)

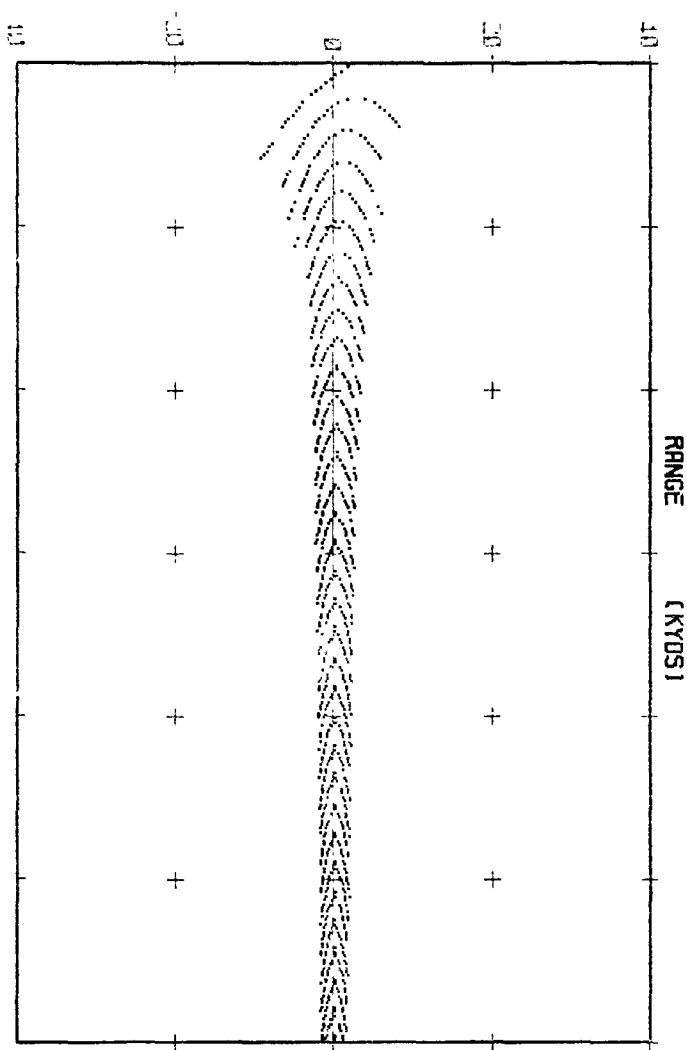


AREA 3B WINTER S 50 R 300 F 2500

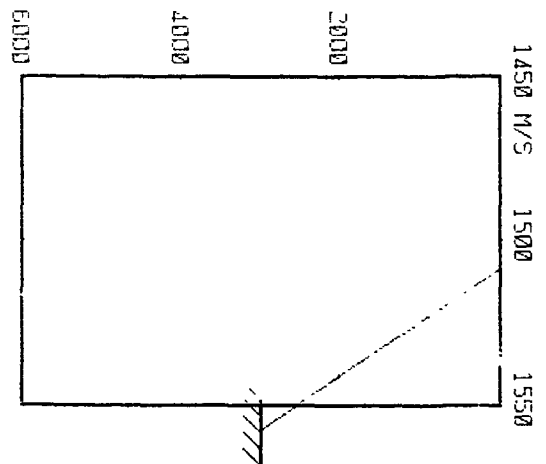
DB LOSS



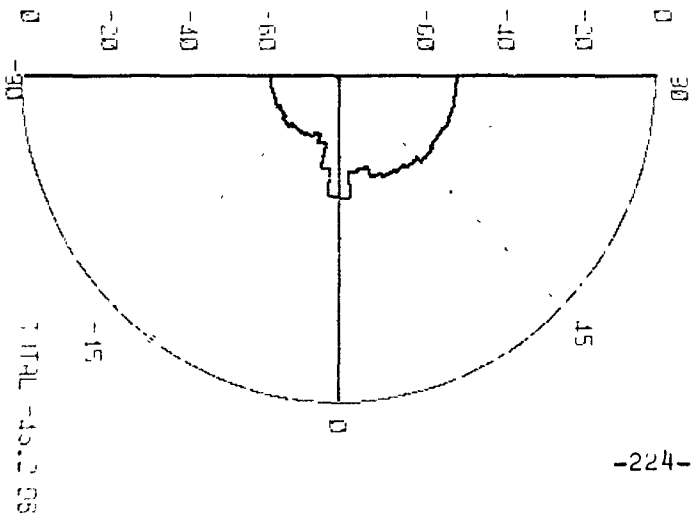
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

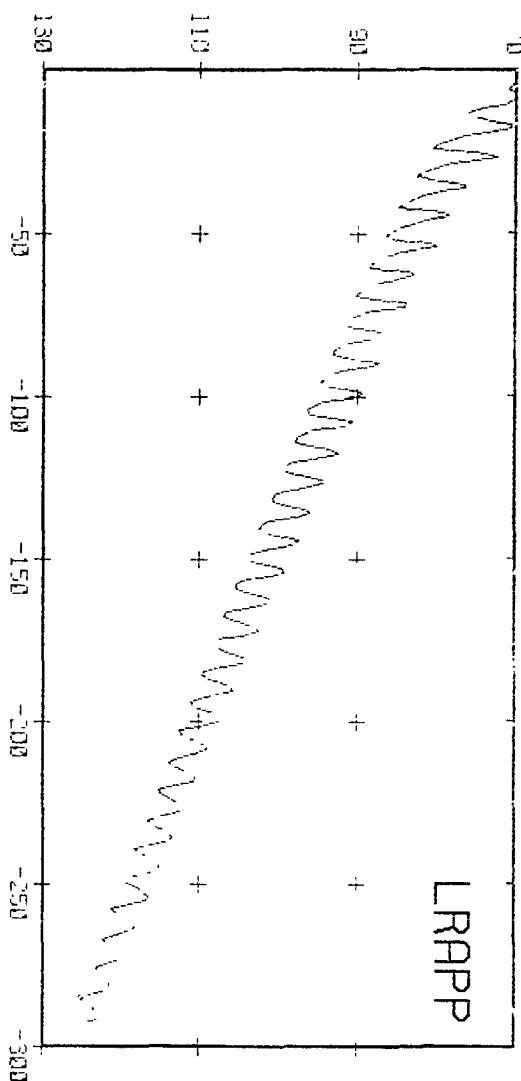


AREA 3B WINTER

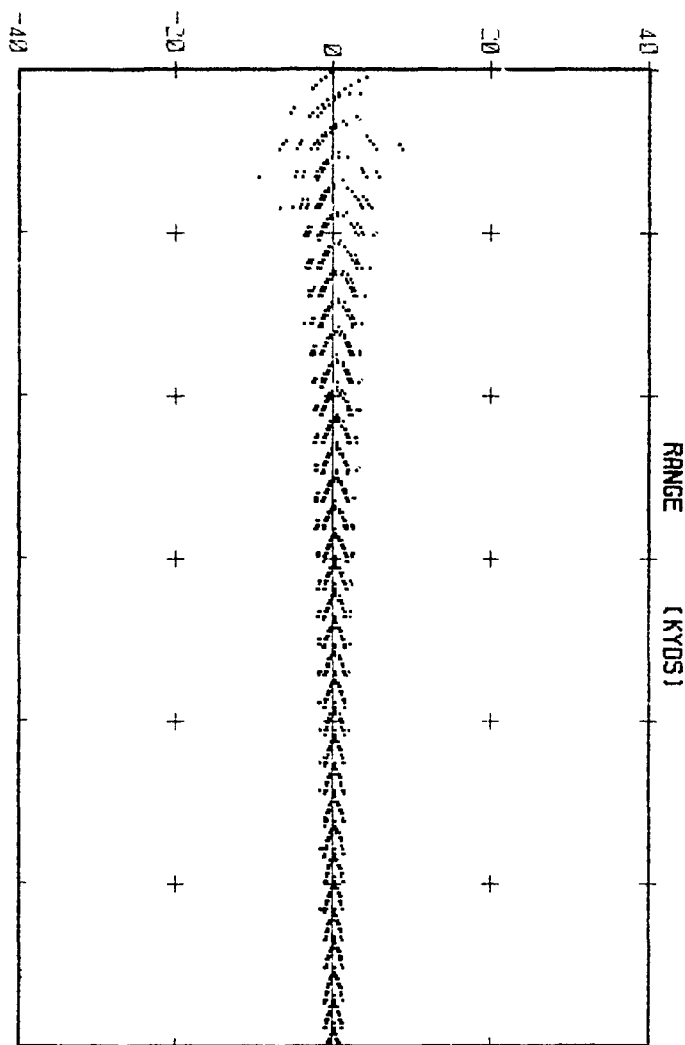
S 300 R 300 F 2500

1450 M S 1500 1550

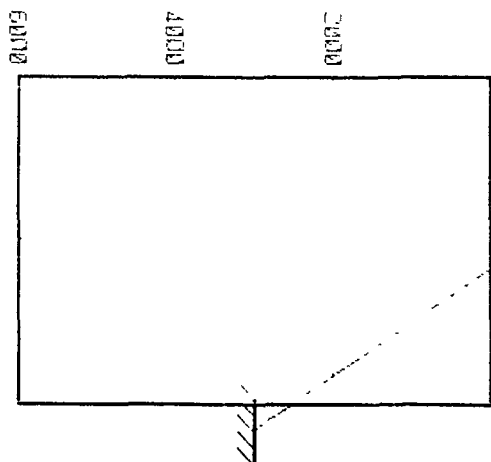
DB LOSS



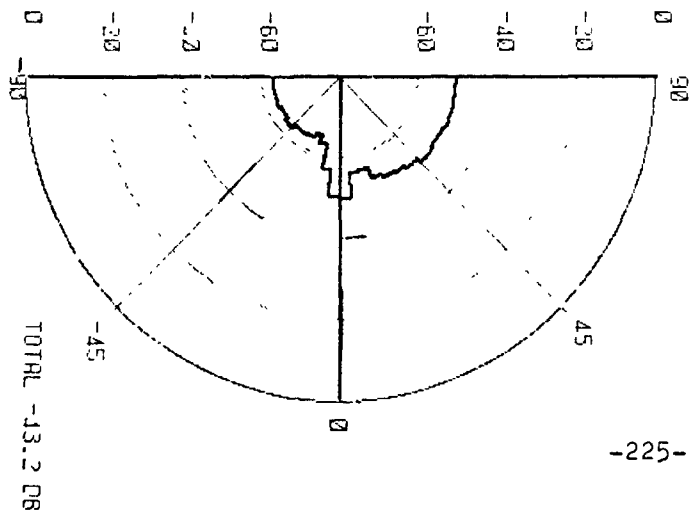
ARRIVAL ANGLE

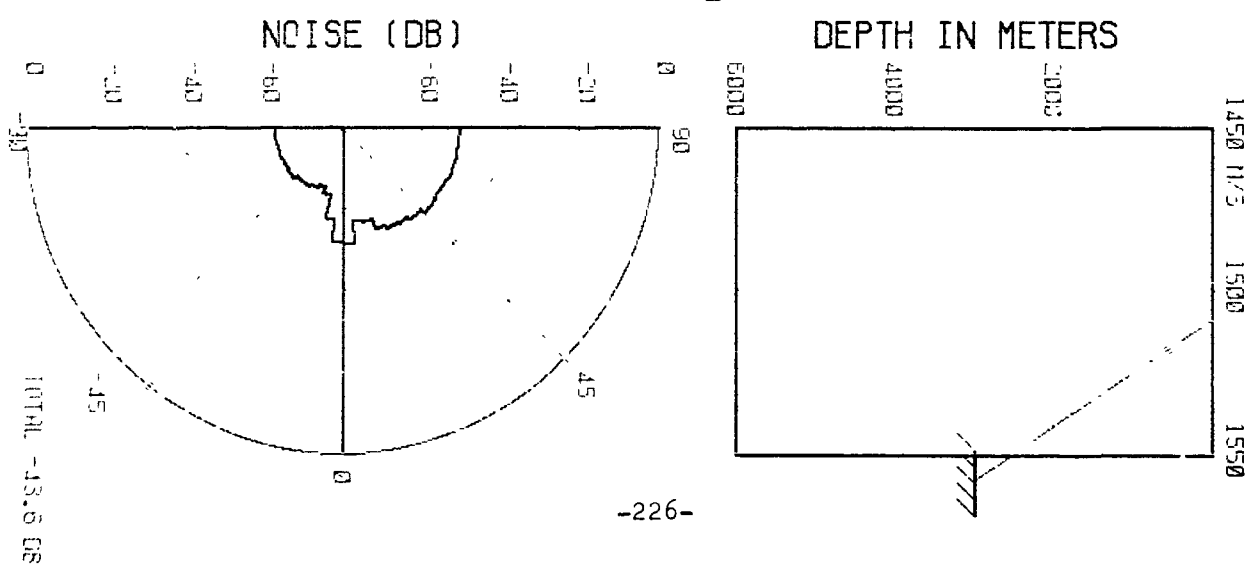
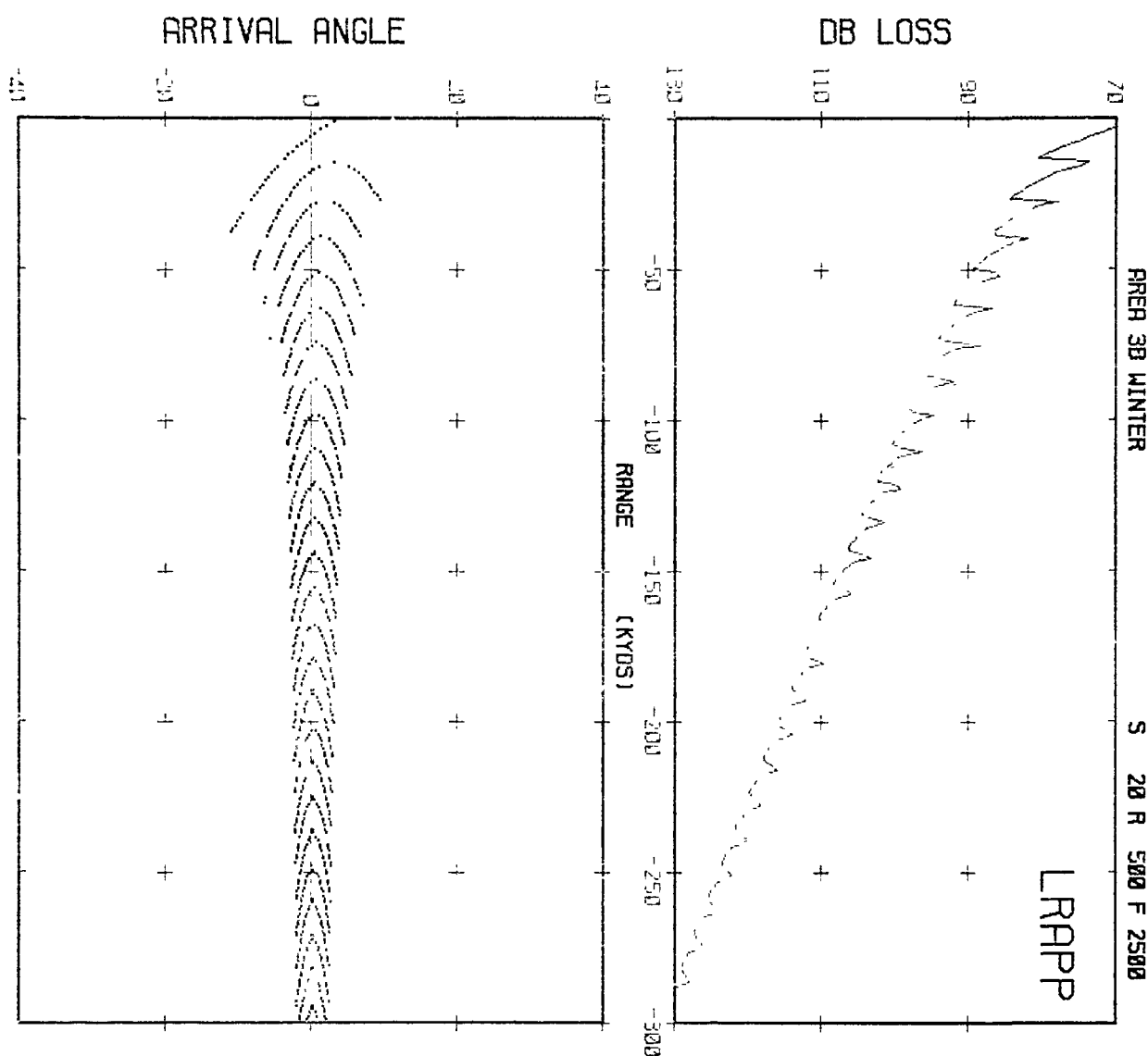


DEPTH IN METERS



NOISE (DB)







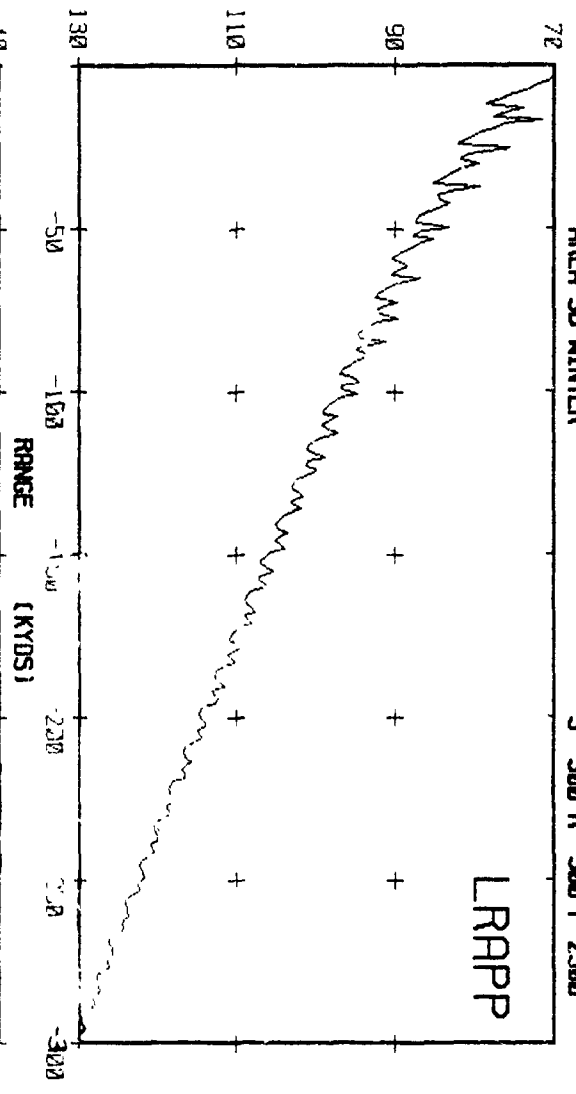


AREA 3B WINTER

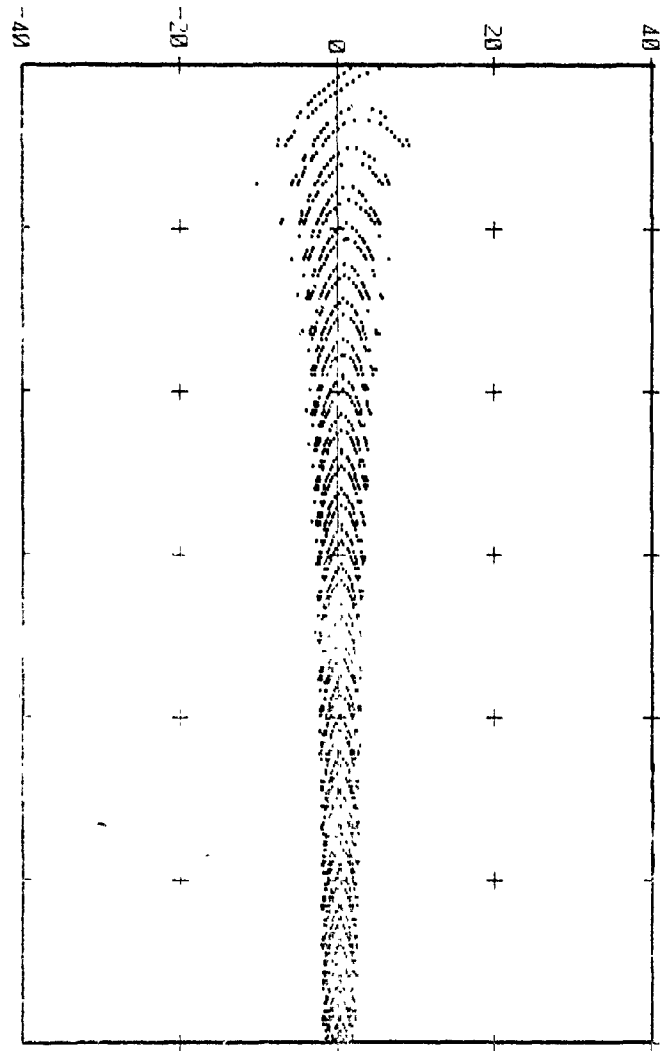
S 300 R 500 F 2500

1450 M/S 1500 1550

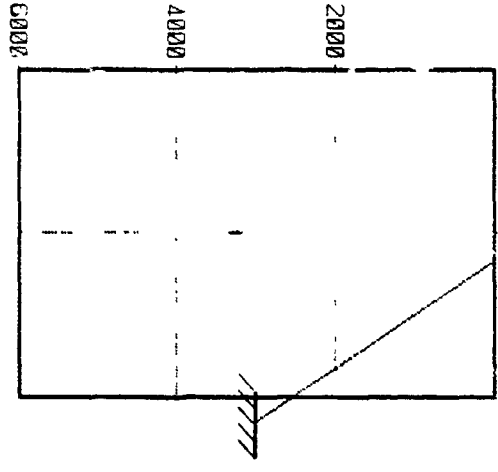
DB LOSS



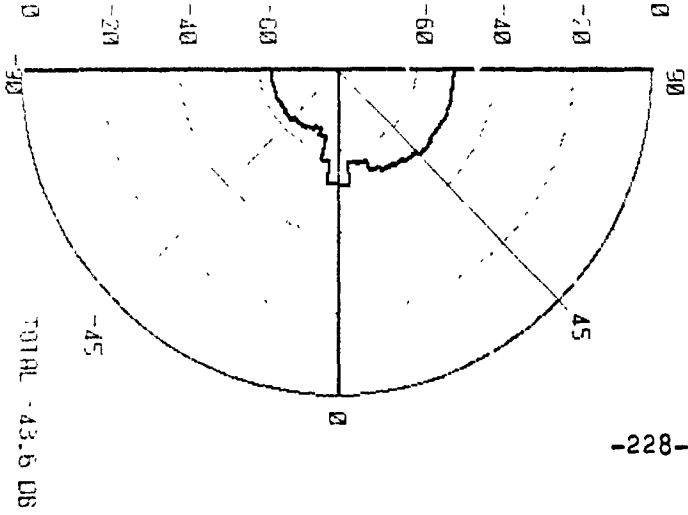
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

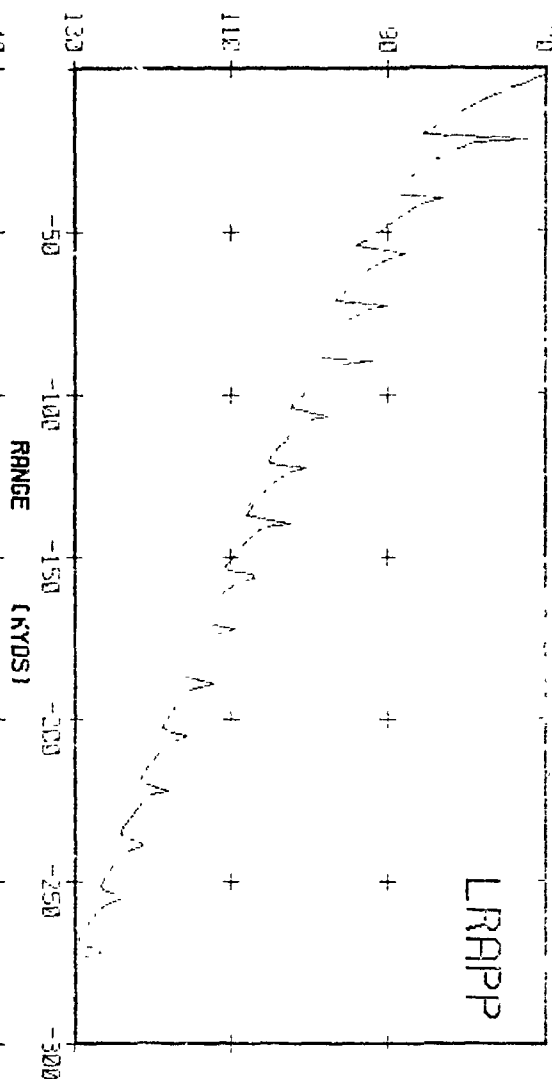


RIEN 38 JINIER

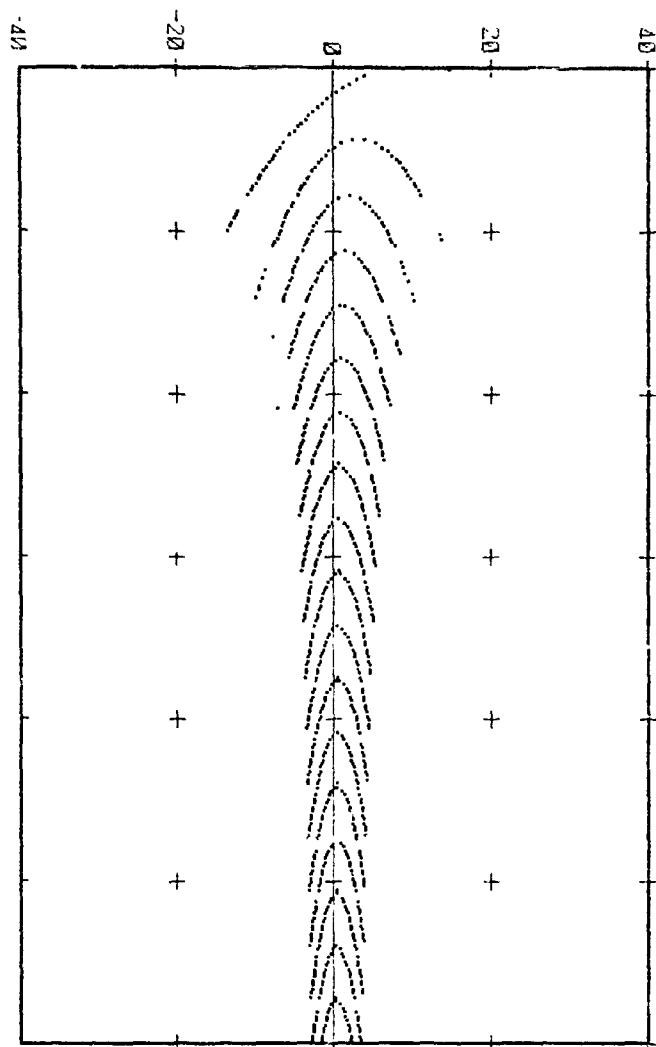
S 20 R 1000 F 250M

LRAPP

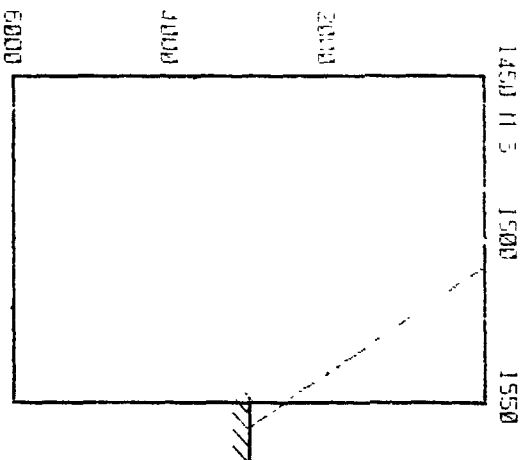
DB LOSS



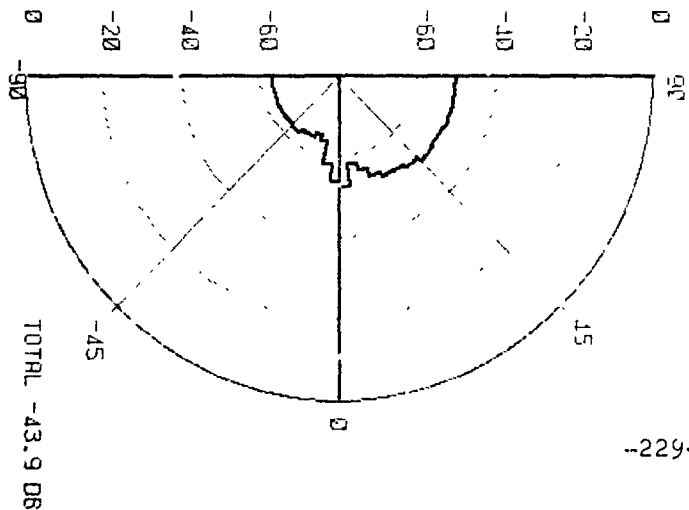
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

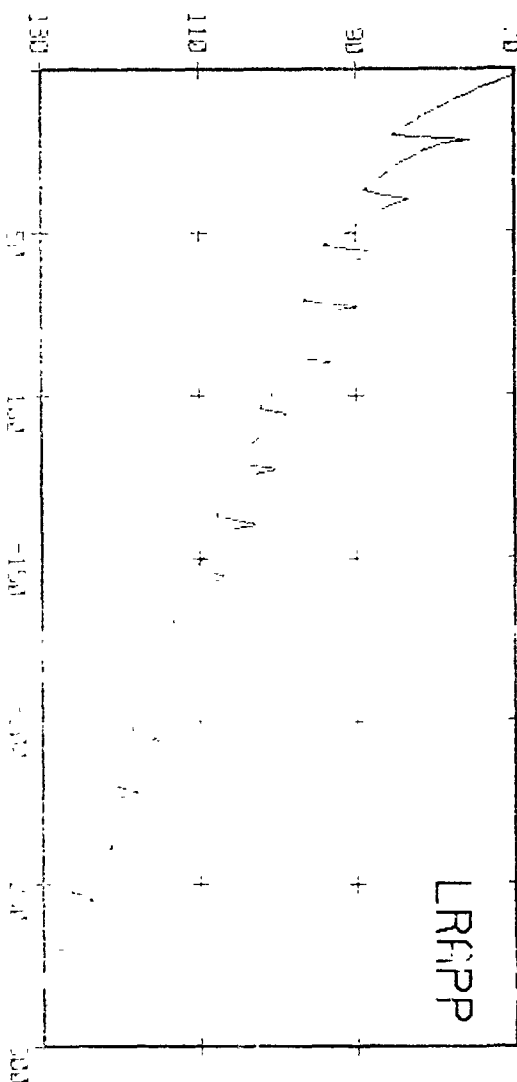


AREA 3B WINTER

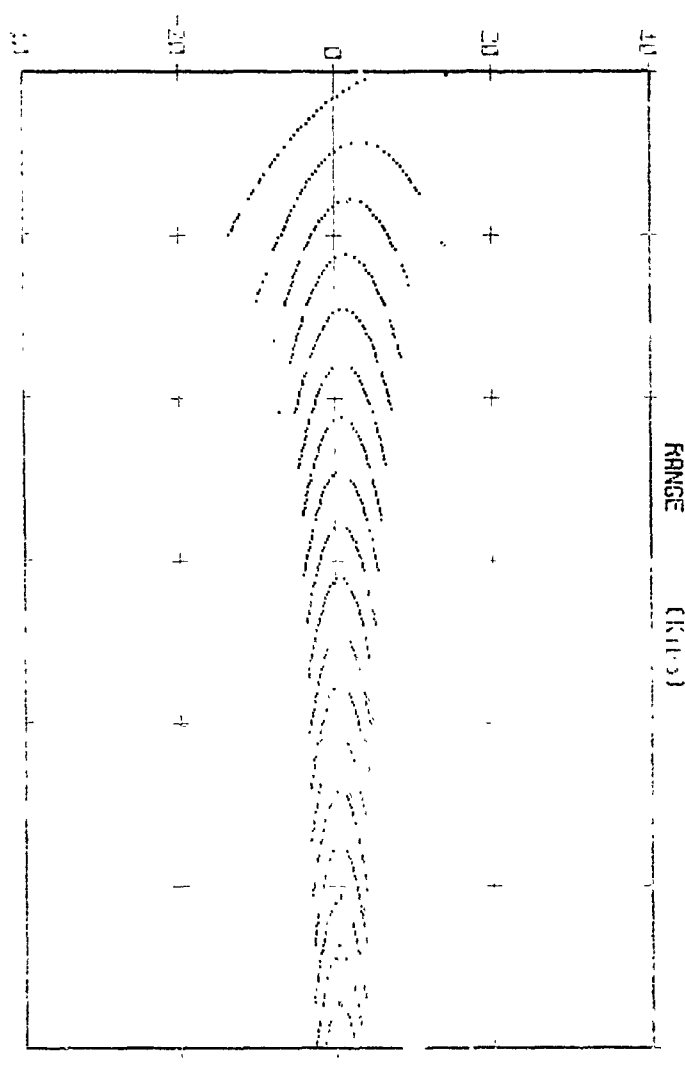
S 50 R 1000 F 250C

LRPP

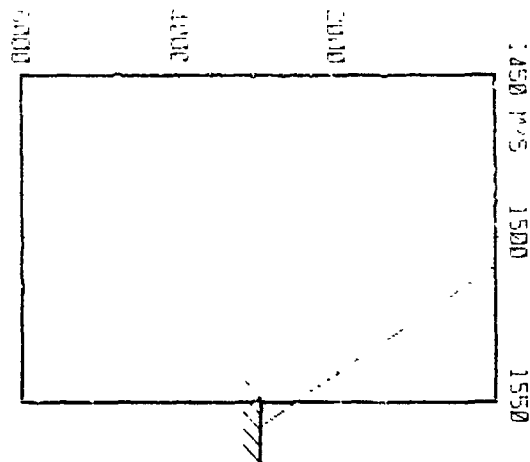
DB LOSS



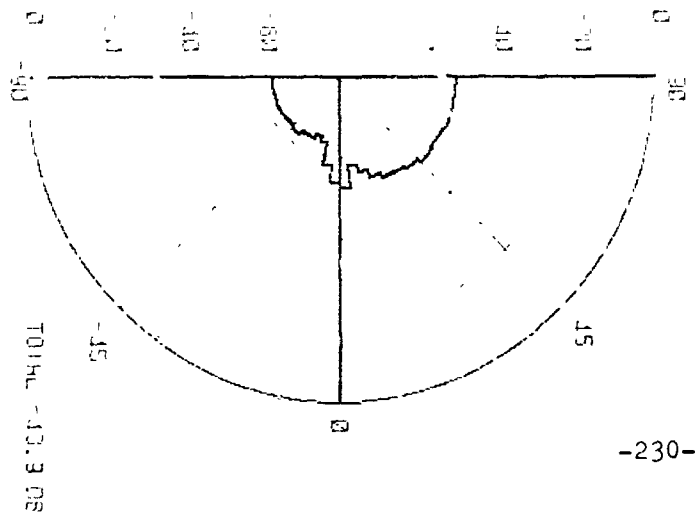
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (L3)

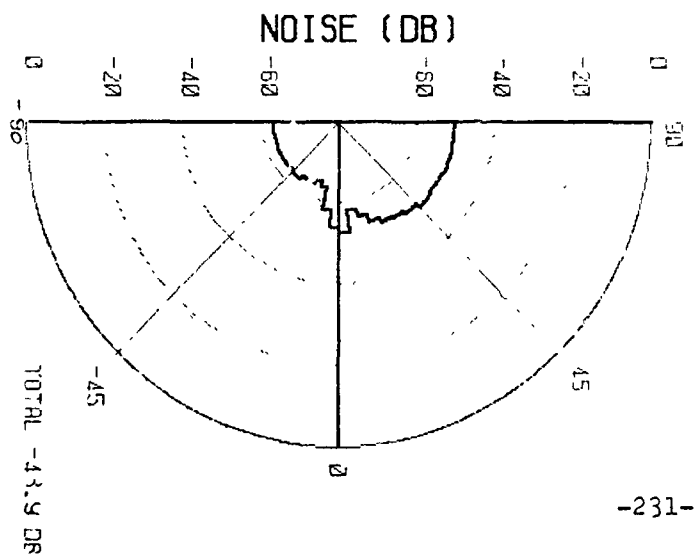
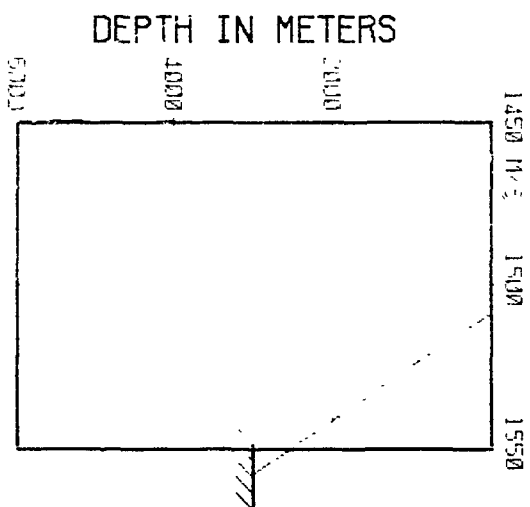
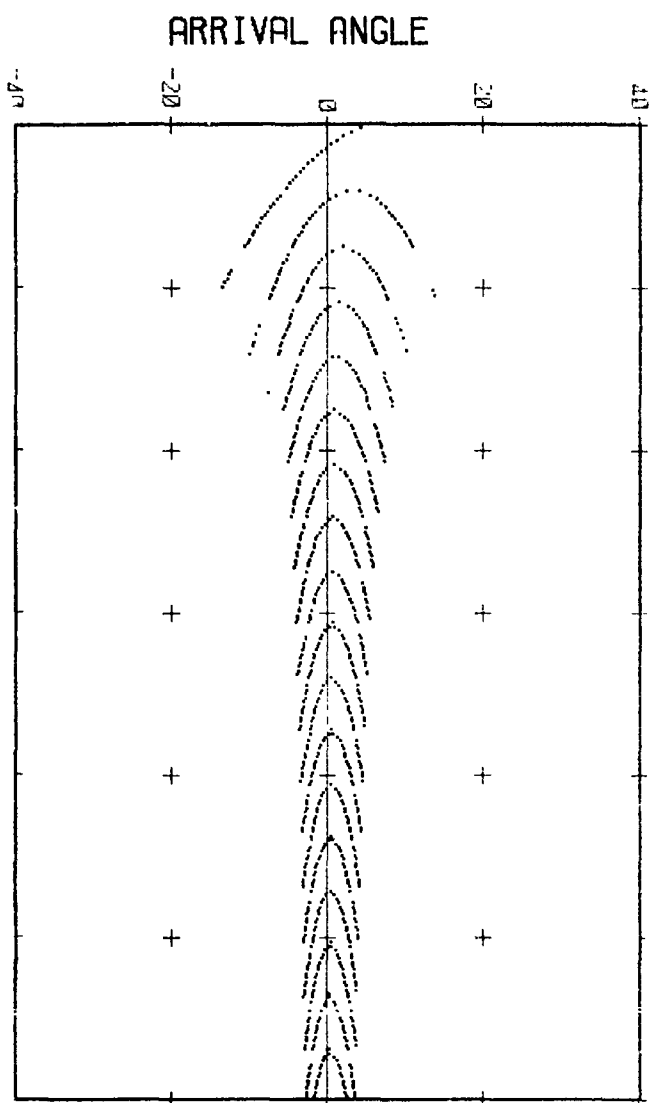
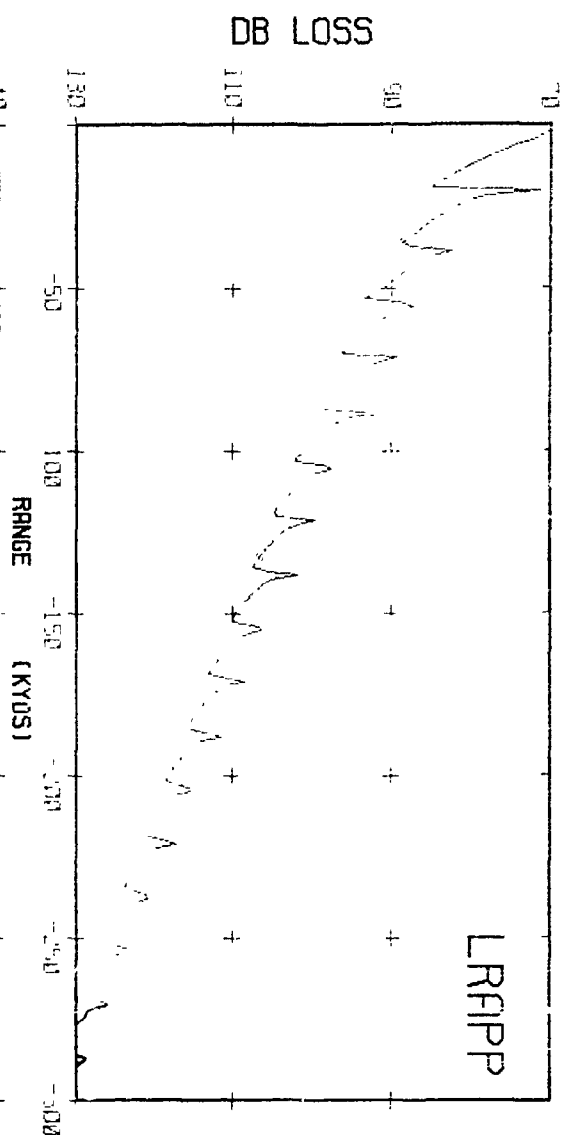


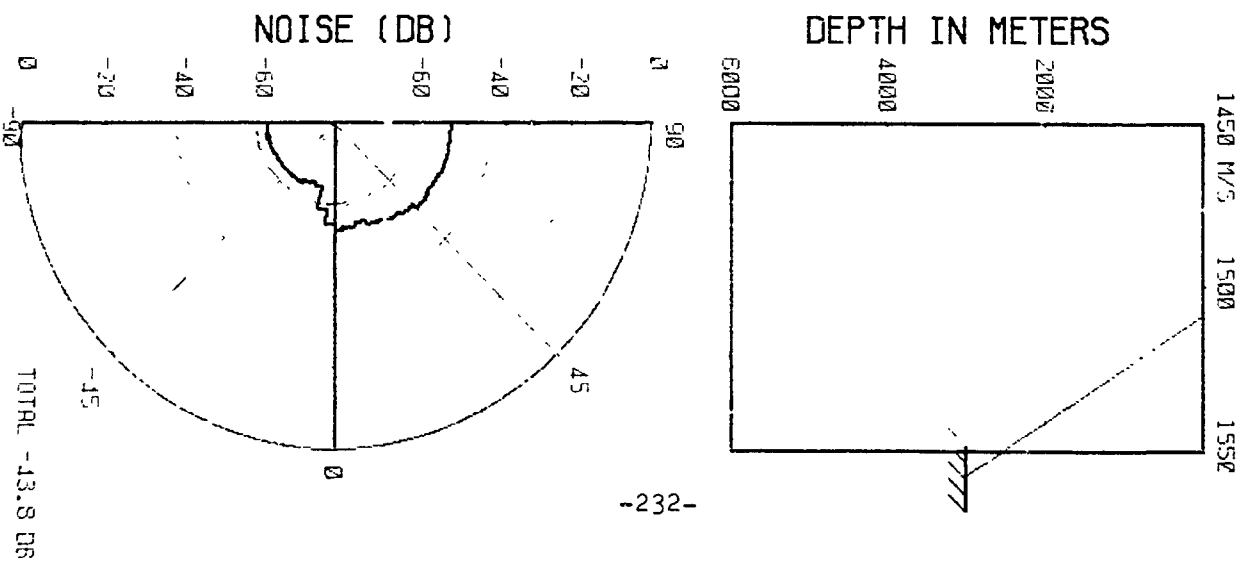
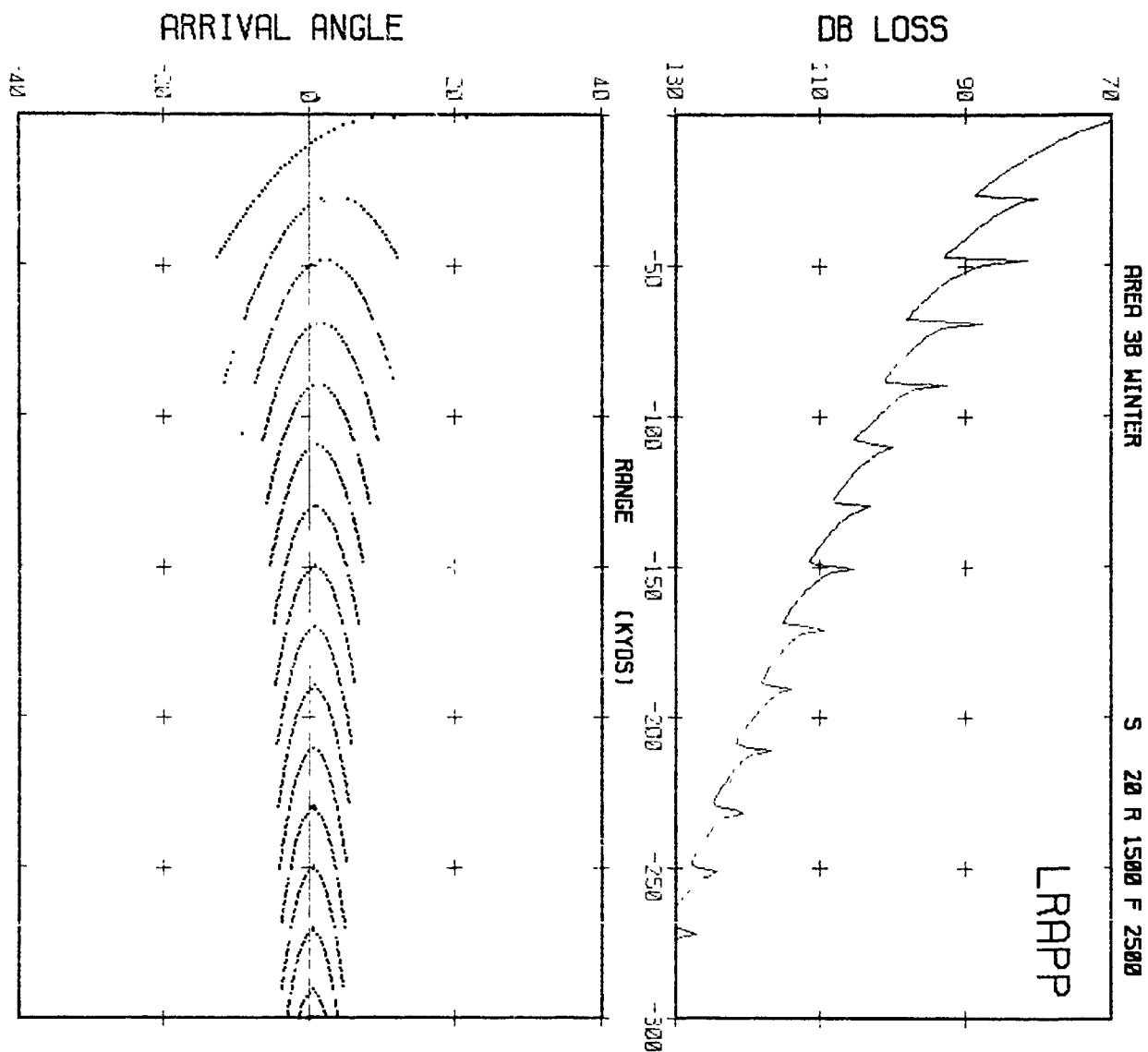
TOTAL -13.3 DB

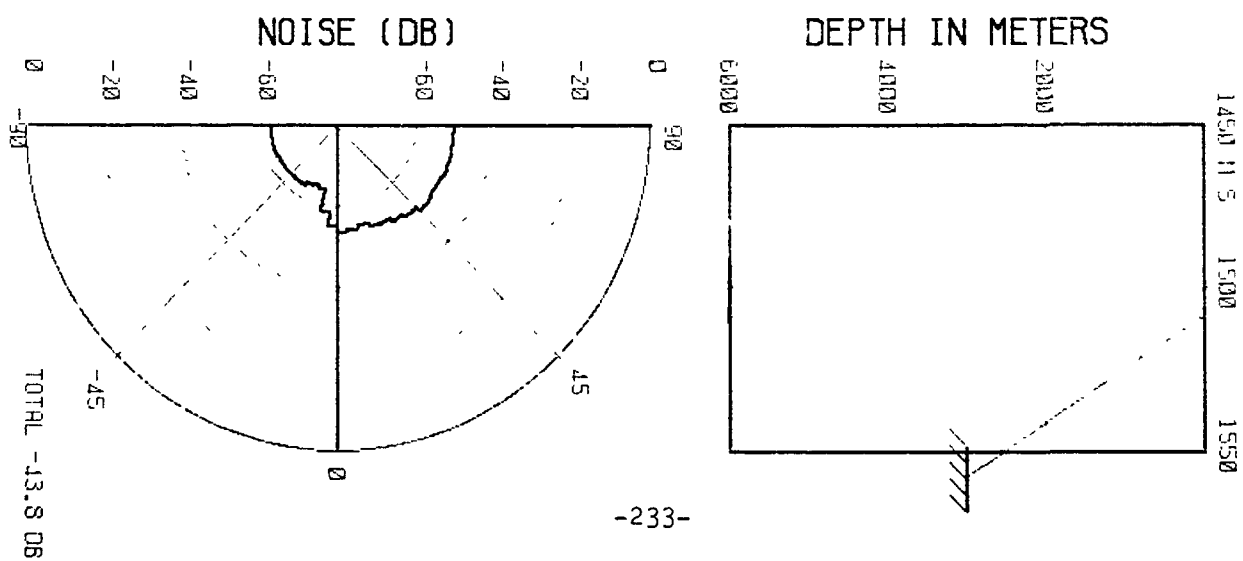
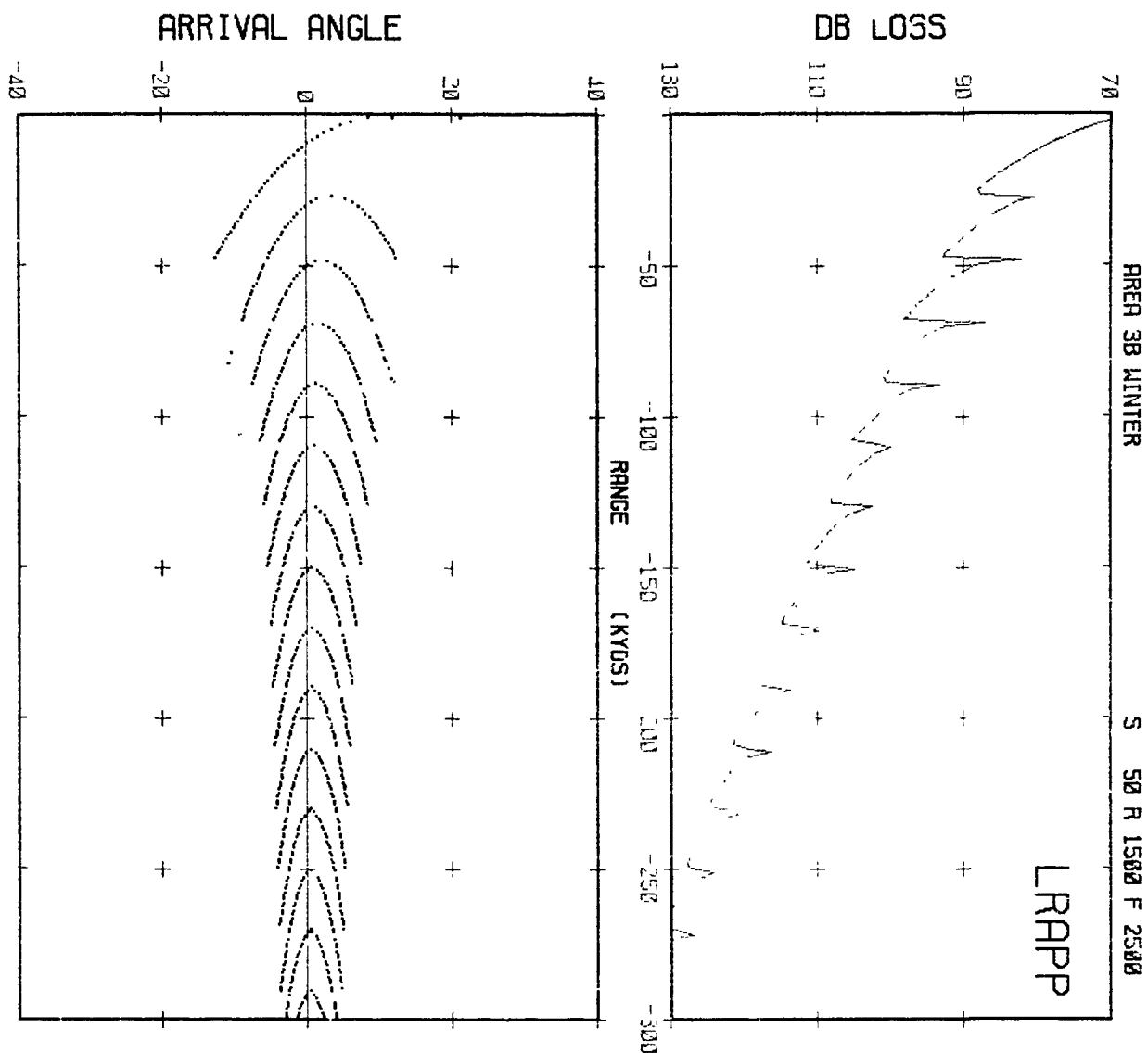
AREA 33 WINTER

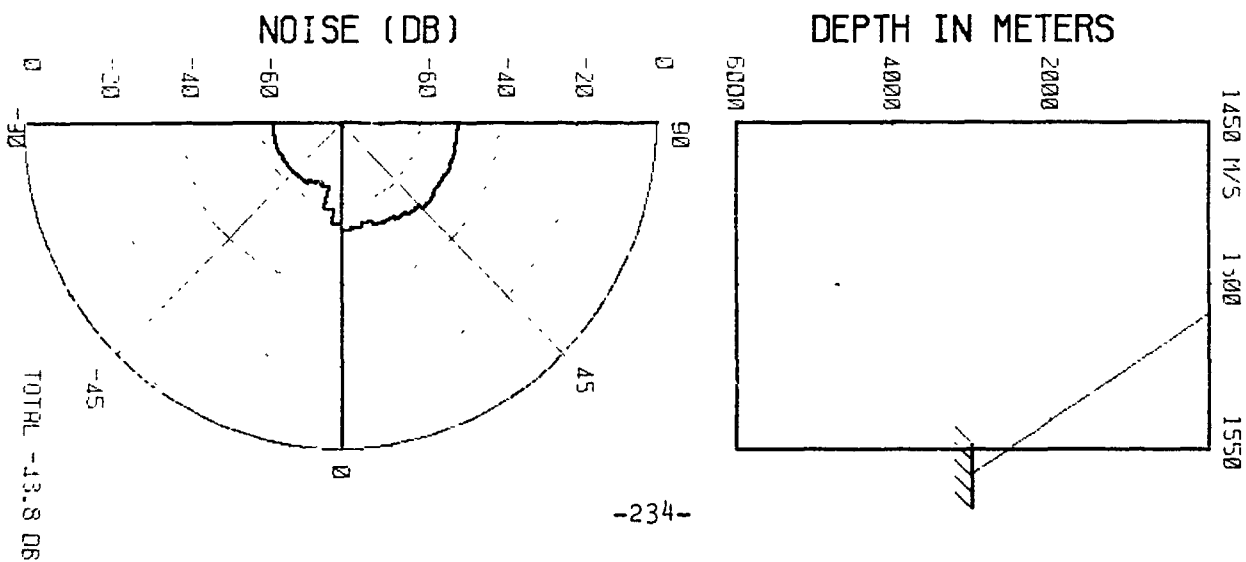
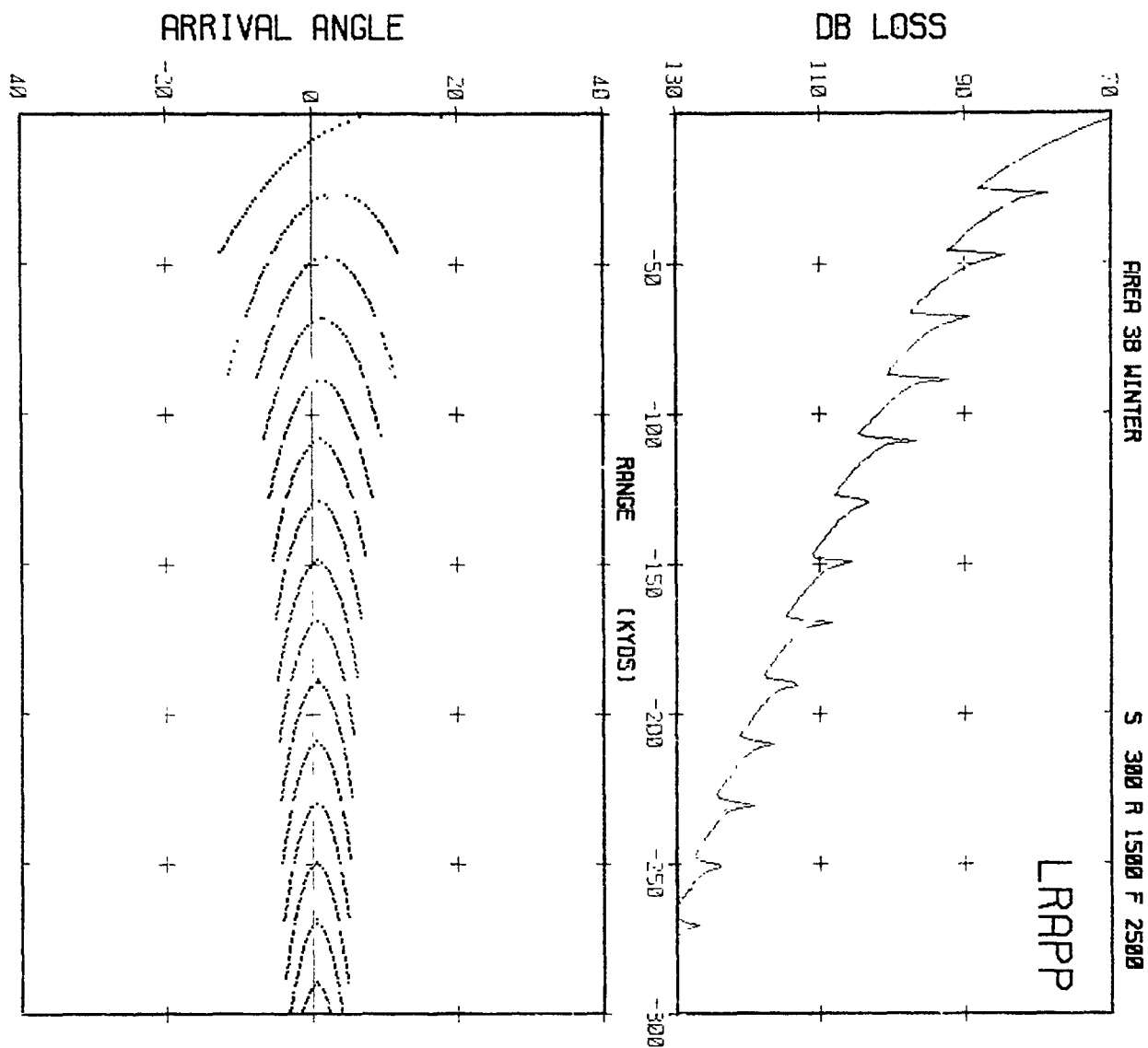
S 300 R 1000 F 2500

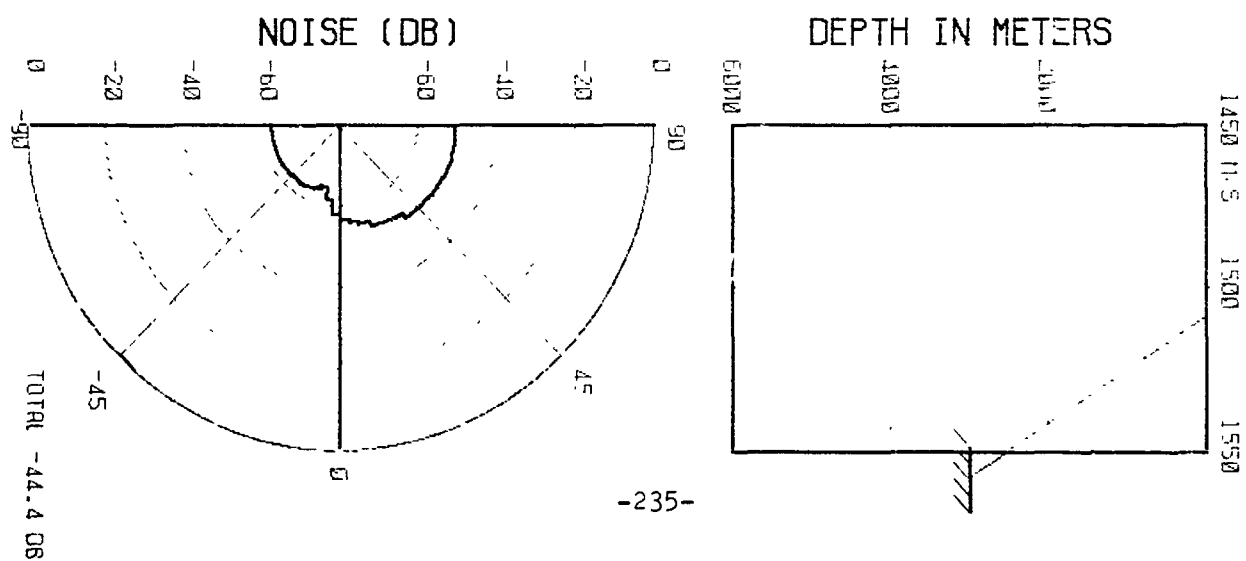
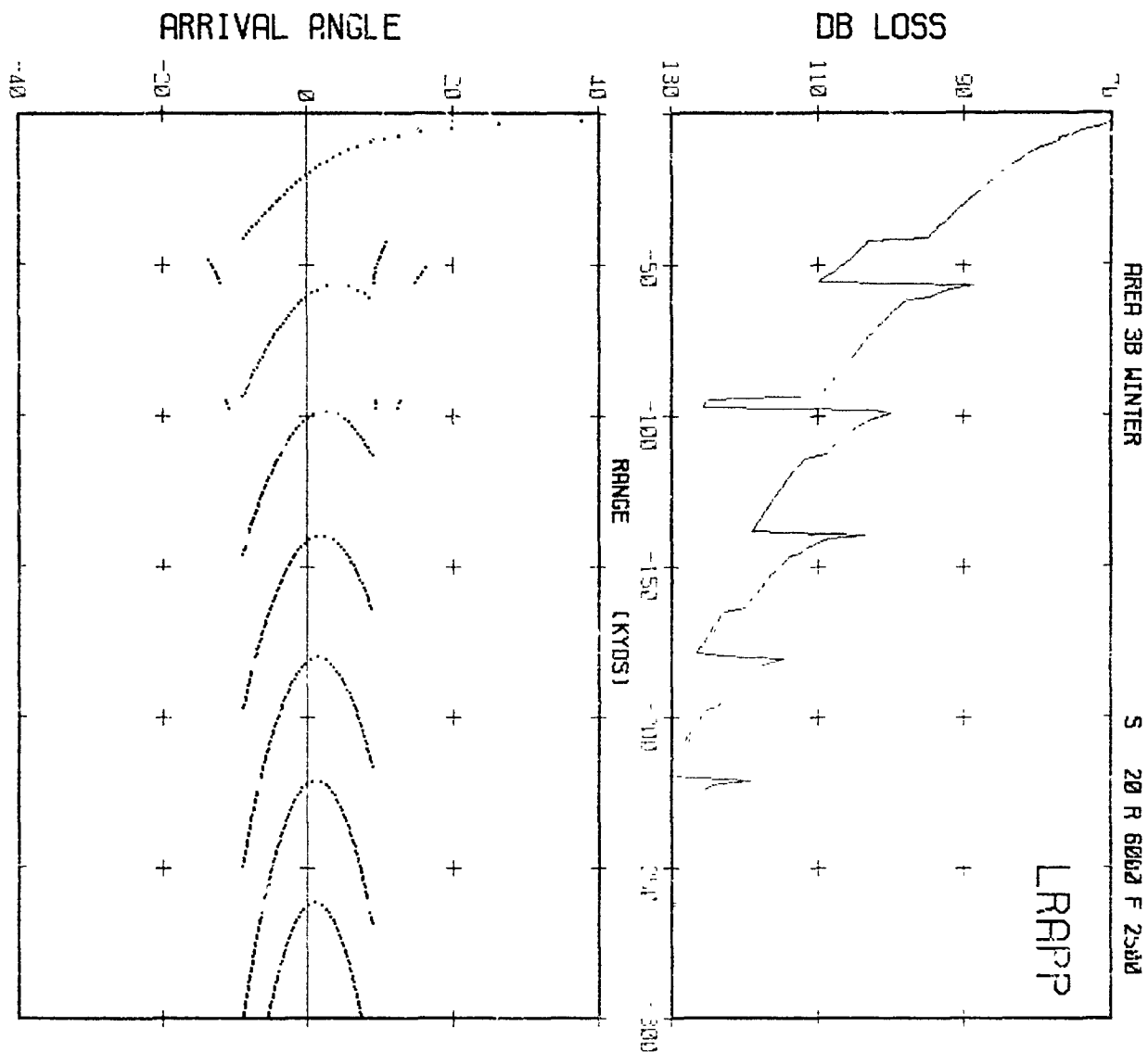
LRPP











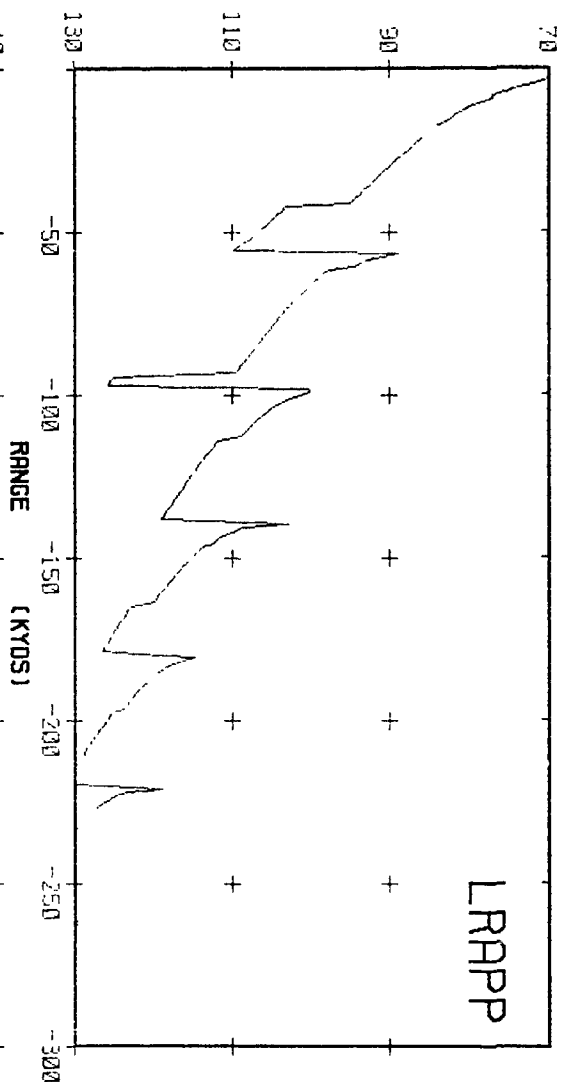


AREA 33 WINTER

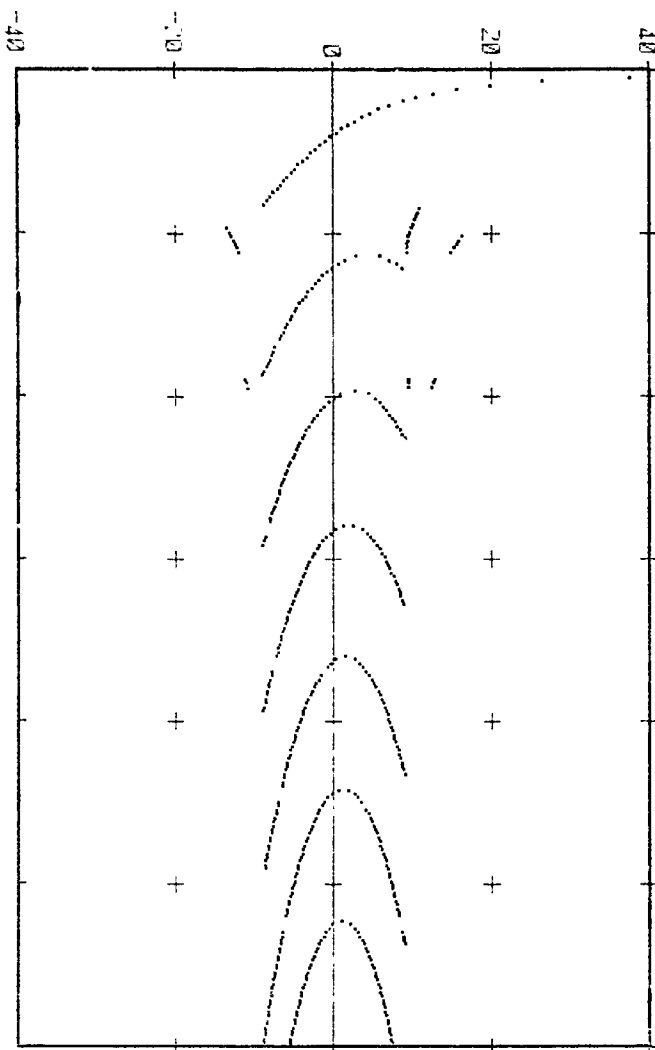
S 50 R 6000 F 2500

LRAPP

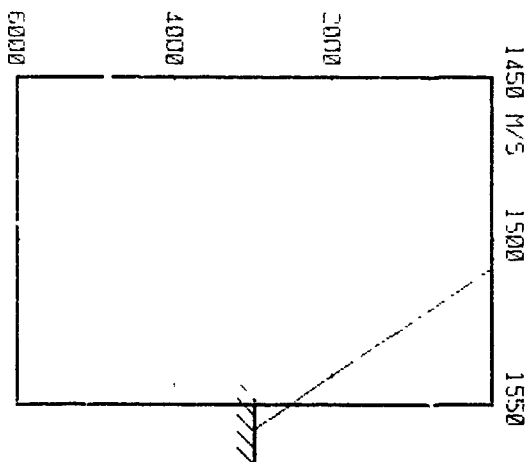
DB LOSS



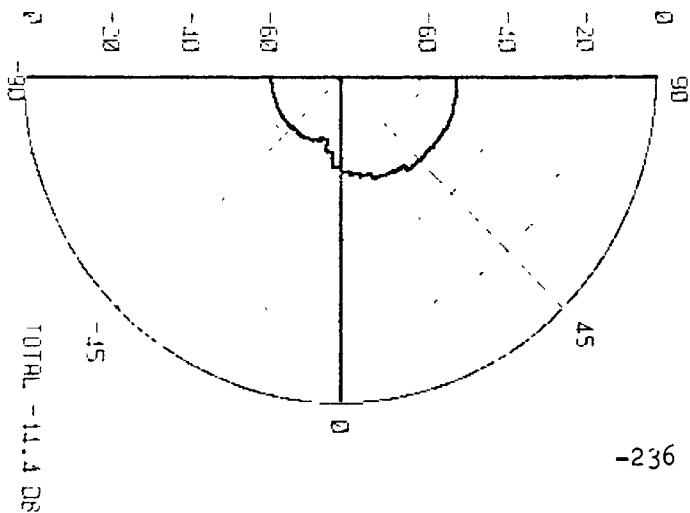
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

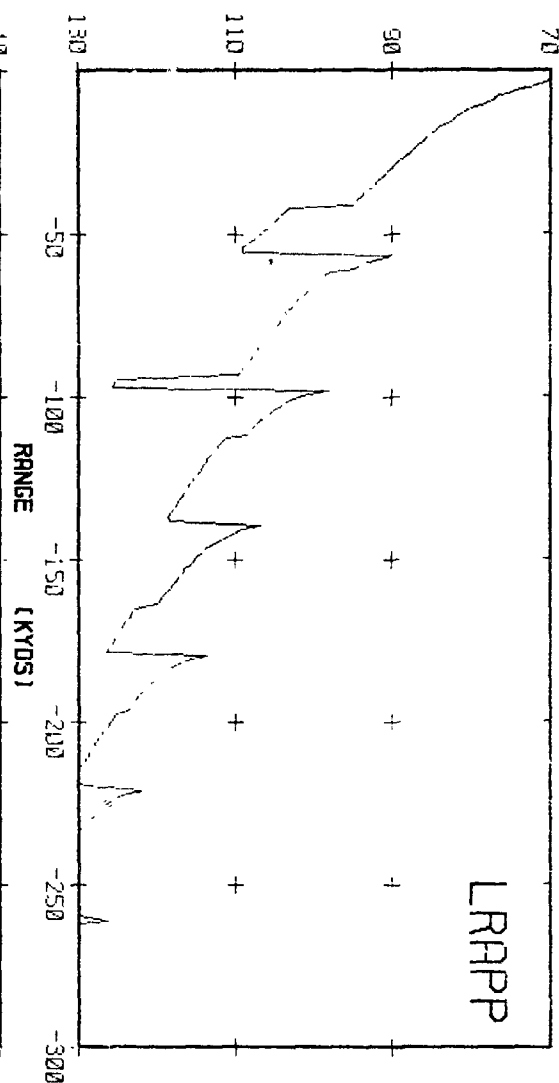


AREA 3B WINTER

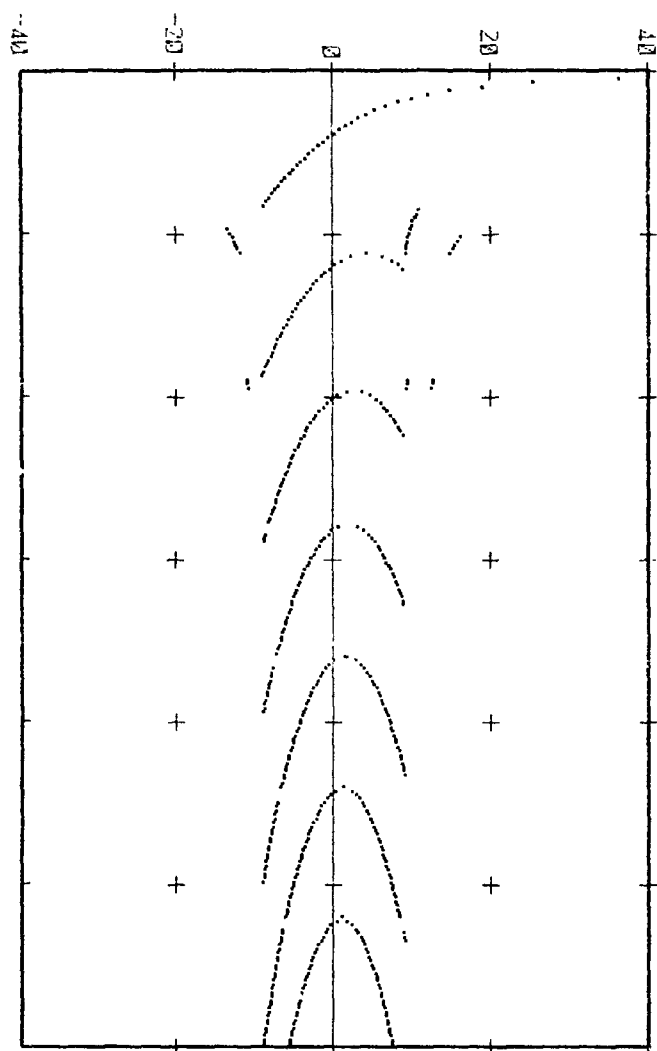
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LRAPP

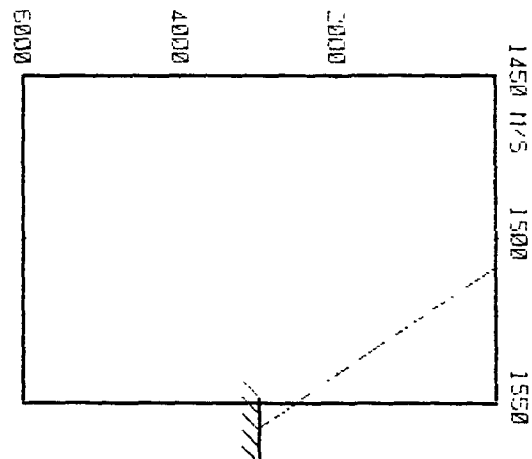
DB LOSS



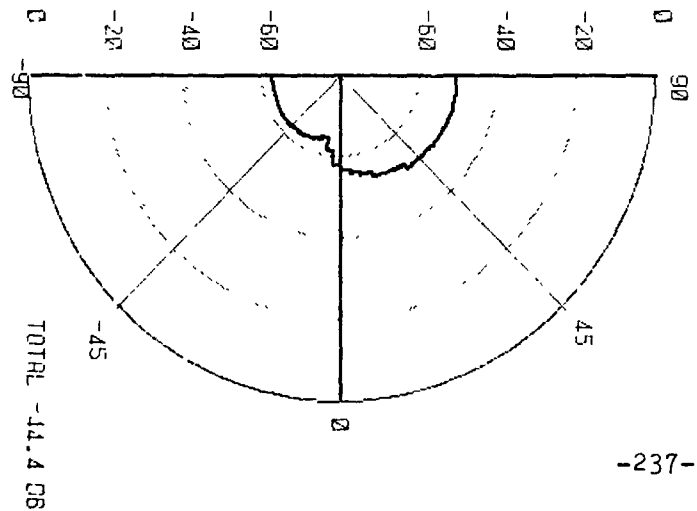
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)



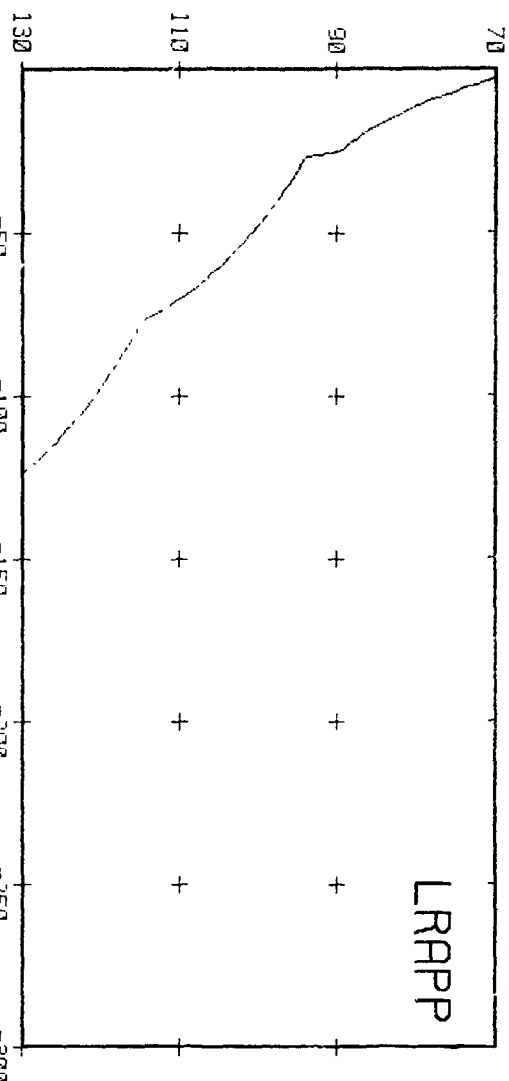


AREA 3B WINTER

S 50 R 9842 F 2500

1450 11/5 1500 1550

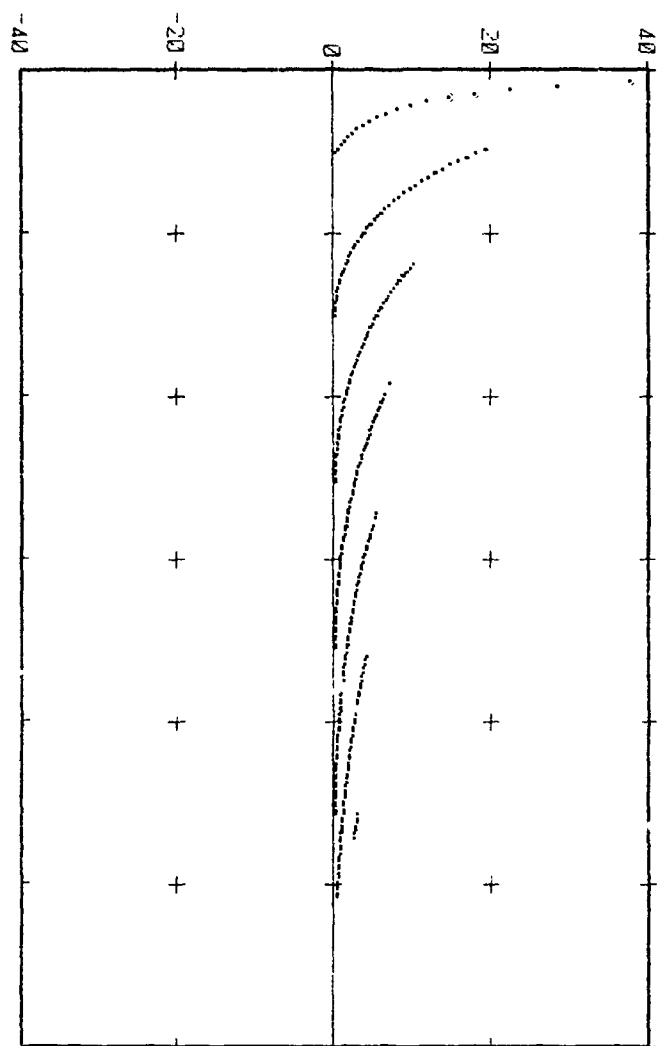
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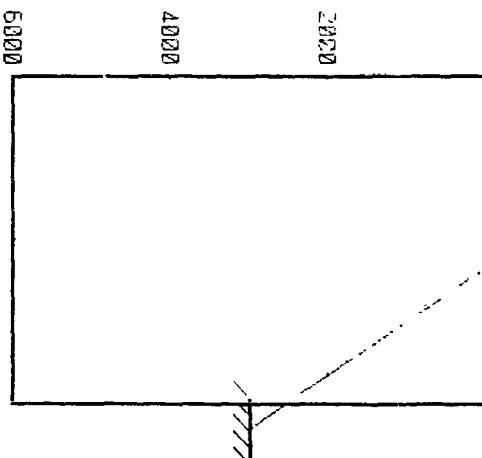
LRAPP

RANGE  
(KYDS)

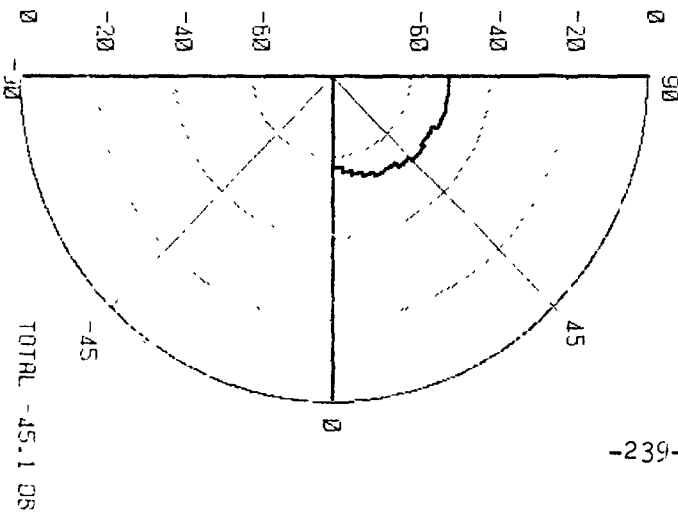
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)

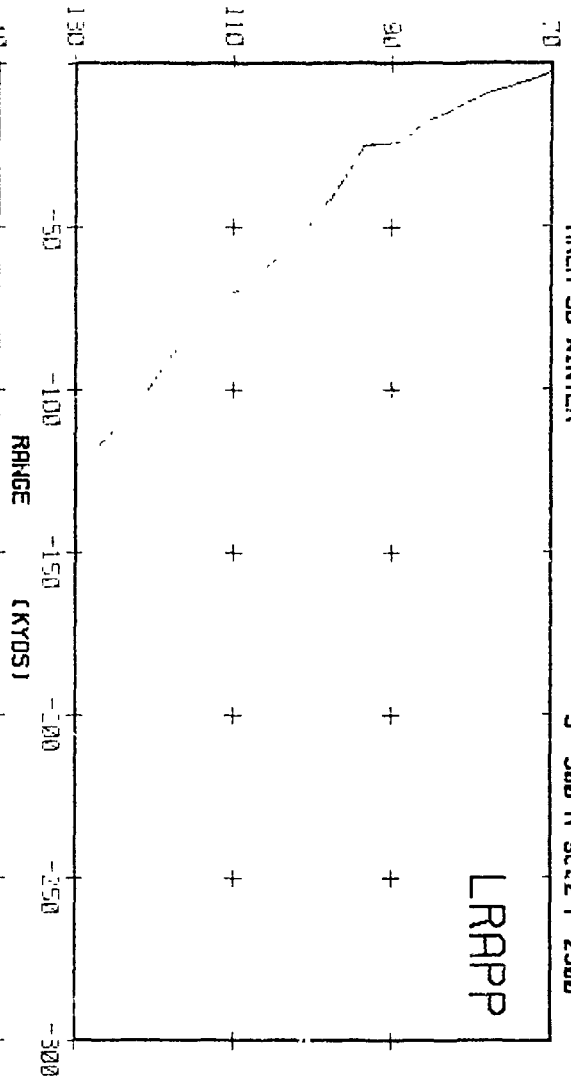


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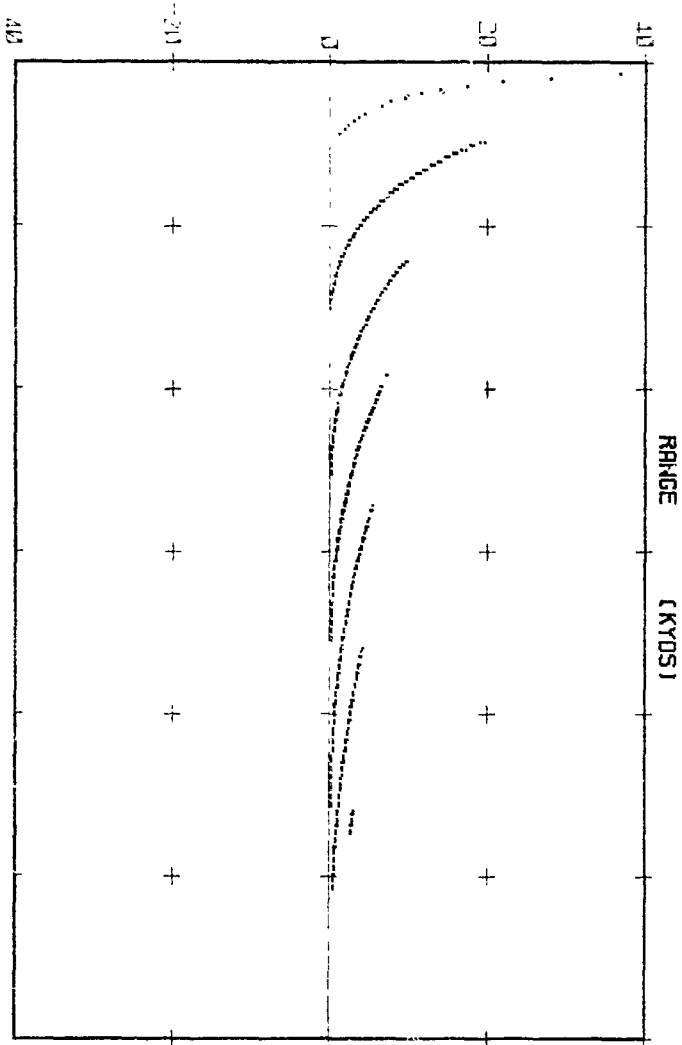
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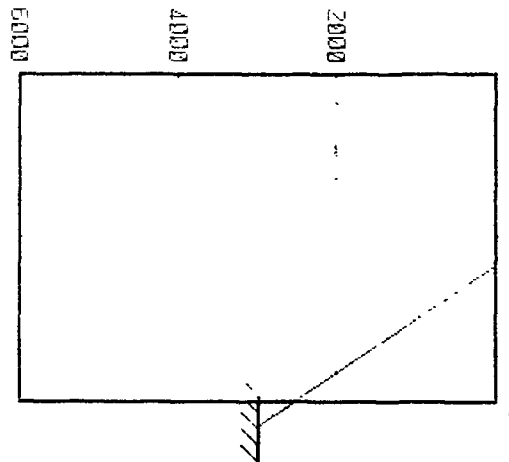
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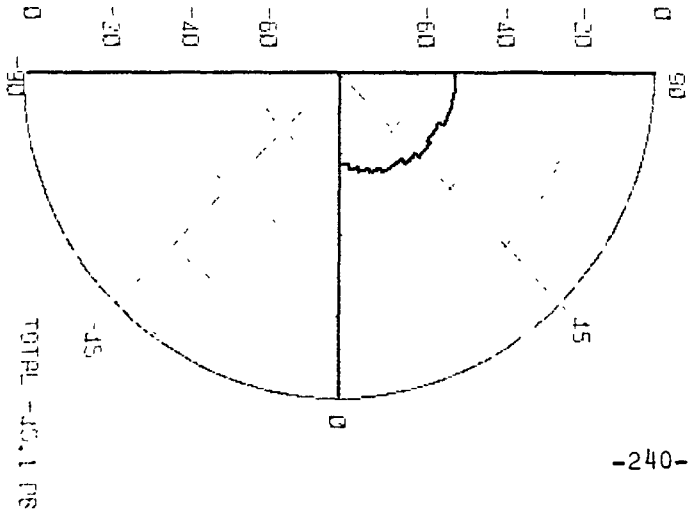
ARRIVAL ANGLE



DEPTH IN METERS



NOISE (DB)





**DEPARTMENT OF THE NAVY**

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IN REPLY REFER TO:

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(LRAPP) DOCUMENTS

Ref: (a) SECNAVINST 5510.36

Encl: (1) List of DECLASSIFIED LRAPP Documents

1. In accordance with reference (a), a declassification review has been conducted on a number of classified LRAPP documents.
2. The LRAPP documents listed in enclosure (1) have been downgraded to UNCLASSIFIED and have been approved for public release. These documents should be remarked as follows:

Classification changed to UNCLASSIFIED by authority of the Chief of Naval Operations (N772) letter N772A/6U875630, 20 January 2006.

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# Declassified LRAPP Documents

Report Number	Personal Author	Title	Publication Source (Originator)	Pub. Date	Current Availability	Class.
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME VII. AREA 3A SUMMER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0910342	U
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME VIII. AREA 3B WINTER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0910343	U
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME IX. AREA 3B SUMMER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0910344	U
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME V. AREA 2 SUMMER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0911224	U
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME XI. AREA 4A SUMMER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0912560	U
Unavailable	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME X. AREA 4A WINTER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0916556	U
MC-011 VOL. 14	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME XIV. AREA 5 WINTER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0916557; ND	U
MC-011 VOL. 13	Unavailable	ACOUSTIC ENVIRONMENTAL SCENARIOS AND PREDICTIONS FOR ASW. VOLUME XIII. AREA 4B SUMMER PREDICTIONS FOR PASSIVE SONAR	Maury Center for Ocean Science	721001	AD0916610; ND	U
MCR008	Goodman, R. R., et al.	THE NEAT 1 EXPERIMENT (U)	Maury Center for Ocean Science	721001	NS; ND	U
Unavailable	Cherry, W. R.	LRAPP BEAMFORMER	Scripps Institution of Oceanography Marine Physical Laboratory	721015	ADA081876	U
ONR ACR-186	Gregory, J. B.	PROJECT LRAPP TEST BED- TECHNOLOGY USED IN THE DEVELOPMENT OF A DEEP-OCEAN STABLE PLATFORM (U)	Office of Naval Research	721024	AD 52-3370 <del>AD 52-3370</del> ; ND	U
MC-010	Unavailable	CHURCH GABBRO EXERCISE PLAN- LRAPP (U)	Maury Center for Ocean Science	721026	ND	U
WHOI-72-87	Daubin, S. C., et al.	THE ACODAC SYSTEM	Woods Hole Oceanographic Institution	721101	AD0756628; ND	U
NRLR7516	Fleming, H. S., et al.	PROJECT NEAT 1 ENVIRONMENTAL DATA REPORT (U) (USNS J.W. GIBBS)	Naval Research Laboratory	721129	NS; ND <del>AD 52-3374</del>	U